ANNUAL REPORT

OF THE

Indian Merchants' Chamber and Bureau

FOR THE YEAR

1915-16.

(Presented to the Annual General Meeting held on the 30th September 1915.)

Printed by J. A. FERNANDES at Bocarro & Co.,
7, Elphinstone Circle, Fort, Bombay, and published by
Mr. J. K. MEHTA, Secretary, the "Indian Merchants' Chamber
and Bureau," Old Telephone Buildings, 19, Bank Street, Bombay.

Presented

by

JEHANGIR BOMANJEE PETIT.

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LIST OF MEMBERS OF THE INDIAN MERCHANTS' CHAMBER AND BUREAU.

Members.		Representative.
1	Messrs.	Morarji Goculdas and Company (Mr. D. E. Waccha)
2	,,	Chhagandas and Company.
3	,,	Pragjee Surjee and Company (Mr. Pragji Surjee).
4	,,	Muljee Haridas (Self).
5	,,	Dinshaw D. Karani and Company (Mr. Dinshaw Dosabhai Karani).
6	,,	M. M. Batlivala and Company (Mr. M. M. Batlivala).
7	The Hon'ble Mr. Manmohandas Ramji.	
8	Messrs.	Pragji Vundrawan (Mr. Laxmidas Purshotam Vundrawan).
9	,,	Morarji Velji (Mr. Morarji Velji).
10	,,	Chaturbhuj Shivji (Mr. Chaturbhuj Hivji).
11	,,	Jethabhai Walji (Mr. Jethabhai Valji).
12	,,	Walji Samji (Mr. Dharamsey Hemraj).
13	,,	Chunilal Sakelchand (Mr. Javerchand Kallianji).
14	,,	Mulji Kersondas (Mr. Mulji Kersondas).
15	,,	Walji Sunderji (Mr. Walji Sunderji).
16	,,	Bhucandas Govindji (Mr. Lalji Govindji).
17	,,	Damodar Haridas (Mr. Runchhoddas Harjivan).
18	,,	Rawjibhai Naranji (Mr. Dwarkadas Rawji).
19	,,	Matubhai Vussonji (Mr. Vassaji Naranji).

20 MESSRS. MADHAVJI THAKERSEY (MR. DEVIDAS MADHAWJI THAKERSEY).
21 ,, RAMDAS MADHAVJI (MR. MADHAVJI JESANG).
22 ,, BHIMJI KARA (MR. BHIMJI KARA).
23 ,, DAMODER GOVINDJI (MR. VITHALDAS DAMODER GOVINDJI).
24 ,, TALAKCHAND JETHA (MR. NAROTAMDAS HEMCHAND).
25 ,, HEMRAJ KANJI (MR. MORARJI HEMRAJ).
26 ,, TRICUMDAS PURSHOTUM (MR. VITHALDAS TRICUMDAS).
27 ,, KERSONDAS PURSHOTAM (MR. KERSONDAS PREMJI).
28 ,, CHATURBHUJ JIVANDAS (MR. CHATURBHUJ. JIVANDAS).
29 ,, MORARJI KALLIANJI & CO. (MR. VALJEE GOVANJI).
30 ,, HIRALAL AMRATLAL (MR. MANILAL LALOOBHAI).
31 ,, BALCHANDRA BALVANT (MR BALVANTRAO RAMCHANDRA).
32 ,, VALABHDAS JAMNADAS (MR. VALABHDAS JAMNADAS).
33 ,, JAGJIVAN HEMRAJ (MR. GOCULDAS JADAVJI).
34 ,, LALJI NARANJI (MR. DAWARKADAS NARANJI).
35 ,, GHELLA DAYAL (MR. GOCULDAS JIVRAJ).
36 ,, VALABHDAS KANJI (MR. VALABHDAS KANJI).
37 ,, BHIMJI DAWARKADAS (MR. DHUNJI BHIMJI).
38 ,, MULJI DAMODAR (MR. VASSANJI MOOLJI DAMODER).
39 ,, KANJI KURSON (MR. HURJIVAN WALJI).
40 ,, HORMUSJI BEJONJI (MR. GORDHANDAS PURSHOTUM).

41 MESSRS. RAMJI THACKERSEY (MR. TALAKCHAND GOBAR).
42 ,, MADANJI MOHANJI (MR. HARJIVANDAS MOHANJI).
43 ,, R GHAWJI ANANDJI (MR. KURSONDAS MULJI).
44 ,, KURSONDAS KALLIANJI (MR. CHATUABHUJ KERSOND S SHROFF).
45 ,, SOONDERDAS PADAMSEY (MR. SOONDERDAS PADAMSEY).
46 ,, NAGARDAS PURSHOTUM AND COMPANY (MR. BHAGVANDAS KESHAVJI).
47 ,, RUNCHHODDS THAKERSEY (MR. RUNCHHODDAS THAKERSEY).
48 ,, CHHOTALAL MOOLCHAND (MR. KALLIANJI MAWJI).
49 ,, MANJI WALJI (MR. MATHURADAS MAWJI).
50 ,, EDULJI KHARSETJI (MR. JAMSETJI EDULJI).
51 ,, DEVKARAN NARANDAS (MR. DEVKARAN MOOLJI).
52 ,, PURSHOTUM GOVINDJI (MR. HARIDAS PURSHOTUM).
53 ,, CHHOTALAL MANGALDAS (MR MANGALDAS COPALJI).
54 ,, LALJI TRICUMJI (MR. GIRDHARDAS KHIMJI).
55 ,, PURSHOTUM LAXMIDAS (MR. DWARKADAS VASSANJI)
56 ,, HEMRAJ JESANG (MR. NARAYANDAS HARIBHAI).
57 ,, HARGOVIND CHATU (MR. KARSONDAS HARGOVIND).
58 ,, DAMODAR WALJI (MR. HIRAJI RUSTAMJI).
59 ,, AMRITLAL JAGJIVAN (MR. JAGJIVAN SHESKARAN).
60 ,, BHAGVANDAS BHAVANBHAI (MR. VRUJLAL BHAGVANDAS).
61 ,, BHIMJI RAVJI & SONS (MR. CHAHBILADS LAXMIDAS BHIMJI.
62 ,, GORDHANDAS NARANJI (MR. NARANJI NARSEY).
63 ,, JAIRAM HARI (MR. DEVIDAS DAMODER).
64 ,, MOTILAL KESHAWJI (MR. MOTILAL VALABHJI).

65 MESSRS. JAITHABHAI GOVINDJI (MR. JAITHABHAI GOVINDJI).
66 ,, KURJI DHARAMSEY (MR. KARSONDAS KURJI DHARAMSEY).
67 ,, GOPALJI WALJI SOONDERJI (MR. GOPALJI WALJI SOONDERJI).
68 ,, HORMUSJI KHARSETJI (MR. DHANJIBHAI ARDESHIR).
69 ,, KAWASJI TEMOOLJI (MR. TEMOOLJI BURJORJI).
70 ,, MATHURADAS GOKULDAS (MR. MATHURADAS NANSEY CHATURBHUJ).
71 ,, VISHRAM DHANJI (MR. VANDRAVANDAS VALJI).
72 ,, PUDAMSEY MANJI (MR. PURSHOTAM MULJI)
73 ,, KALIDAS DHARAMSEY (MR. MOTILAL K NJI)
74 ,, GOPALJI KALLIANJI (MR. SUNDERDAS PARMANAND).
75 ,, PURSHOTTAM DWARKADAS (MR. DAMODAR BHAGVANDAS).
76 ,, WALJI KHIMJI (MR. VALABHADAS WALJI).
77 ,, SHAMJI VANDRAVAN (MR. HIRJI MULJI),
78 ,, HEMRAJ WALJI (MR. JIVANDAS HEMRAJ WALJI).
79 ,, FAMANJI SAPOORJI (MR PIROJSHAW DINSHAWJI).
80 ,, RUNCHHODDAS VALABHAI (MR. RUNCHHODDAS VALABHAI)
81 ,, VALABHDAS LAXMIDAS (MR. RATANSEY DOONGERSEY).
82 ,, RAGHAWJI EBJI (MR. WALJI EBJI).
83 ,, KAPURCHAND RAMCHAND (MR. KAPURCHAND RAMCHAND).
84 ,, HIRJI DAYAL (MR. DAYAL).
85 ,, THAKERSEY MOOLJI & CO. (SIR VITHAMDAS DAMODAR THAKERSEY).

86 Messrs. Thakersey Anandji Valji (Mr. Premdas Khimji).
87 „ Damodar Nussarvanji (Mr. Dorabji Nussarvanji Pavri).
88 „ Versey Curamsey (Mr. Valji Soonderji).
89 „ Jutha Kanji (Mr. Mulji Dharamsey).
90 „ Ruttansey Kanji (Mr. Padamsey Ruttansey).
91 „ Moolji Jetha & Co. (Mr. Chaturbhuj Gordhandas).
92 „ Ramji Laxmidas (Mr. Keshavji Ramji Laxmidas).
93 „ Vaman Shridher (Mr. Vaman Shridher Apte).
94 „ Chatturbhuj Haridas (Mr. Haridas Purshotum).
95 „ Moolji Padamsey (Mr. Hirji Topan).
96 „ Liladher Dwarkadas (Mr. Soonderji Walji).
97 „ Gocouldas Shivji (Mr. Soonderji Damoder).
98 „ Jamsetji Framji Kharas (Mr. Ardeshir Jamsetji Kharas).
99 „ Keshawji Haridas (Mr. Haridas Mawji).
100 „ Purshottam Kalidas (Mr. Purshottam Kalidas).
101 „ Hariram Velji (Mr. Purshottam Joothabhai).
102 „ Manji Keshawji (Mr. Haridas Mathuradas Thakkar).
103 „ Girdherdas Jeithabhai (Mr. Haridas Gordhandas).
04 „ Jivram Vassanji (Mr. Jeistaram Jivram).
105 „ Gopalji Walji (Mr. Narandas Mitharam).
106 „ Harjivan Walji (Mr. Harjivan Walji).
107 „ Zaver Jaggiwan (Mr. Zaver Jaggiwan).
108 „ Rewashankar Jagjiwan (Self).
109 „ Motilal Dayabhai & Co. (Mr. Motilal Dayabhai).
110 „ Dewji Kanji & Co. (Mr. Shariff Devji Kanji).

111 Mr. Jainarayan Dani (Mr. Vallabhnarayan Dani).
112 Sir Shapurji B. Bharucha (Self).
113 Messrs. Narandas Rajaram & Company (Hon. Mr. Purshotamdas Thakoredas).
114 ,, Hajee Mahomed Hajee Ismail & Company (Mr. Umar Haji Usaf Sobhani).
115 Mr. Ruttonsey Mulji (Self).
116 Messrs. Bhaidas Narotumdas & Sons (Mr. Maneklal Bhaidas).
117 ,, Ramdas Khimji & Co. (Mr. Purshotam Jivandas).
118 ,, Phirozshah B. Petit & Co. (Mr. Phirojshah B. Petit).
119 ,, Dhanjibhai B. Petit & Co. (Mr. Dhanjibhai Petit).
120 Raja Bahadur Shivlal Motilal (Mr. Govindlal).
121 Mr. S. R. Bamanji (Self).
122 Messrs. Kkimji Vishram & Company (Mr. Khimji Dayalji)
123 Hon'ble Sir Ibrahim Rahimtulla (Self).
124 Mr. Vullabhdas Kalianjiwala (Mr. Narsinh Vallabhdas).
125 Mr. Kaikuhsru Manekji (Self).
126 Messrs. Drewet Chawna & Company (Mr. Palanji Dadabhai Chawna).
127 ,, O. H. Nazar & Co. (Mr. O. H. Nazar).
128 Mr. Gordhandas Khatau (Self).
129 ,, N. D. Dadyseth (Self).
130 Messrs. Kavasji Dinshah Brothers (Self).
131 Rao Bahadur Amulakchand Govindram (Self).
13. Messrs. Shaikh Ahmed Shaikh Dawood & Co. (Mr. Manilal Hiralal).
133 Mr. Mathuradas Vussanji Khimji (Self).

134 Mr. Tarachand Ghunshyamdas (Mr. Govindram Harsomal).

135 Messrs. A. C. Rice & Co. (Mr. Ardesher Edulji Cama).

136 ,, Javeri & Co. (Mr. B. N. Javeri).

137 Mr. Kursondas Mulji Jetha (Self).

138 Messrs. The Grain Merchants' Association (Mr. Naranji Haribhai).

139 ,, K. P. Kothare & Company (Mr. Krishnarao Purshotum Kothare).

140 ,, The Indian Mercantile Insurance Co., Ltd. (Mr. Pestanji Edulji Dhalia).

141 Hon'ble Mr. Lallubhai Samaldas (Self).

142 Messrs. Jivanchand Lallubhai & Co. (Mr. Gulabchand Dharamchand).

143 ,, Hajibhai Lalji & Co. (Mr. Mahomed Hajibhai).

144 ,, Kothari Sutaria & Co. (Mr. R. L. Sutaria).

145 Hon'ble Sir Fazalbhai Currimbhai Ibrahim (Self).

146 Messrs. The Bombay Merchants' Bank, Ltd: (Mr. Jainarayan Hindumal Dani).

147 ,, Gordhandas Khetsey (Mr. Dwarkadas Ravji).

148 Mr. Narotum Morarji Goculdas (Self).

149 Messrs. S. B. Billimoria & Co. (Mr. S. B. Billimoria).

150 ,, Tata Son's & Co. (Mr. Phiroz J. Billimoria).

151 Mr. Manekji Jethabhai Vardhman (Self).

152 Messrs. Hormasji E. Davar & Sons (Mr. Phirozsha H. Davar).

153 Messrs. The Berar Manufacturing Co. (Mr. Kisongopal Bejnath)

154 „ R. H. Pattuck & Co. (Mr. Hirjibhai Shapurji Pattuck)
155 „ Warden & Company, Ltd. (Mr. Sorabji E. Warden).
156 „ Premchand Roychand & Sons (Mr. Kikabhai Premchand).
157 Mr. Purshotam Vishram Mowjee (Self).
158 Messrs. Shreran Shaman (Self).
159 „ The Hindustani Native Merchants' Association (Seth Jugannath Munim of Seth Tarachand Juharimal).
160 Messrs. Manekchand Panachand and Company (Mr. Tarachand Navalchand Javeri).
161 Mr. Arjun Khimji (Sels).
162 Messrs. N. Powell and Company, (Mr. M. Venkatrav).
163 Hon'ble Mr. Abdul Hussein Adamji Peerbhoy (Self).
164 Mr. Markundrai Girjaprasad Desai (Self).
165 Messrs. Harkisonlal and Company, (Mr. Dipchand).
166 Mr. Charandas Chaturbhuj Morarji (Self).
167 Messrs. Kedaraal Bhuramal (Mr. Kedarmal Bhuramal).
168 Mr. Nayalchand Lalluchand (Self).
169 „ Gulabchand Devchand Zaveri (Self).
170 „ Ramprasad Hariprasad Desai (Self).
171 „ Gordhandas Runchhordas (Self).
172 „ Bhogilal Virchand Dipcand (Self).
173 „ Dunichand Durgadas (Self).
174 „ Ruttonchand Tollakchand Master (Self).
175 „ Vullabhdas Dayal (Self).
176 Messrs. K. S. Aiyar and Company (Mr. K. S. Aiyar).
177 „ H. Pestonji and Company (Mr. Dosabhai Pestonji Bhakka).

178 Mr. Mathuradas Goculdas Thacker (Self).

179 „ Hirachand Vanechand Desai (Self).

180 Messrs. The Davars' College of Commerce (Professor S. R. Davar).

181 „ N. L. Thakar & Co. (Mr. N. L. Thakar).

182 Mr. Nassarwanji K. A. Chinoy (Self).

183 Messrs. Vasanji Velji & Co. (Mr. Shivji Champsi).

184 „ P. N. Mehta & Co. (Mr. P. N. Mehta).

185 „ Kilachand Devchand & Co. (Mr. Chhotalal Kilachand).

186 „ The National Financing & Commission Corporation, Ltd. (Mr. C. I. Parekh).

187 „ The Central Bank of India, Ltd. (Mr. Sorabji N. Pochkhanawala).

188 „ Abdulla Alliarakhia & Co. (Mr. Karmali Abdulla Allarakhia).

189 Mr. Balubhai Moolchand Javeri (Self).

190 Messrs. Mamraj Rambhagat (Mr. prahladrai Ramjidas).

191 Mr. Haridas Nagjee Vora (Self).

192 „ Thakkar Amarsey Kanji (Self).

193 „ Goculdas Damodar (Self).

194 „ Manilal Goculbhai Mulchand (Self).

195 „ The Bombay Shroff Association (Mr. Lakhmichand Manekchand Khokhani).

196 Mr. Hansraj Pragji Thakersey (Self).

197 „ Goculbhai Dolatram (Mr. Jamnadas Mulchand Parekh).

198 Rao Bahadur Curamsey Damji (Self).

199 Mr. Pestonji N. Masani (Self).

200 Messrs. Abdullabhoy Joomabhoy Joomabhoy Lalji & Co. (Mr. Fazalbhai Joomabhoy Lalji).

201 „ Mulchand Vasonji & Co. (Mr. Lukhmidas Nemidas).

202 „ Tribhovandas Jadavji & Sons (Mr. Dwarkadas Tribhovandas).

203 Mr. Dwarkadas Gordhandas (Self).

204 „ Pestonji D. Patel (Self).

205 Messrs. Shivjee Cooverjee & Co. (Mr. Pragji Mohanjee Kothari).

206 „ The Bombay Country Tobacco Trade Association (Mr. M. S. Mody).

207 „ Chandabhoy & Jassobhoy (Mr. Kaikhusru N. Chandabhoy).

208 Hon. Mr. Chunilal Mehta (Self).

209 Mr. Ratonsey Dharamsey Morarji (Self).

210 Messrs. Hirjee Khetsey & Co. (Mr. Hirjee Khetsey)

211 „ C. L. Sajan & Co. (Mr. Currimbhai Lalji Sajan). } Representatives of the Bombay Rice Merchant's Association.

212 „ Ghelabhai Gangsey and Co. (Mr. Hirji Ghelabhai). } Representatives of the Bombay Rice Merchant's Association.

213 „ The India Agency Co., Ltd., Messrs. Narandas Purshottamdas & Sons—Agents: Mr. Devidas Narandas).

214 „ Ramji Purshottam and Co. (Mr. Naranji Haribhai).

215 Mr. Abdulia Fazulbhai.

216 Messrs. Khimji Hirji Kayani & Co. (Mr. Khimji Hirji Kayani).

217 Mr. Jehanjir Bomanji Petit.

218 „ Cassumali Jerajbhai Peerbhai.

219 Messrs. The Bombay Printing Works, Ltd. (Mr. M. P. Madan).

220 „ Assar Virjee & Sons (Mr. Laxmidas).

221 Mr. Meghji Vasanji Tricumji.

222 „ Vithaldas Liladhar Bhimji.

223 Messrs The Commission & General Agency (Mr. M. V. Subiah).

224 Mr. Vithaldas Bhawanidas.

225 „ Dwarkadas Kalyandas.

226 „ Laxmidas Ravji Tersey.

227 „ Babubhai Anandji Minwala.

228 Mersrs Surajmal Lallubhai & Co. (Mr. Surajmal Lallubhai).

229 „ J. N. Singh & Co. (Mr. C. B. Lall).

230 Mr. Mathuradas Goculdas.

231 Messes. The Bombay Fancy Piecegoods Association (Mr. Naranji Dayal).

232 Mr. Barjor Framroz R. Joshi.

233 „ M. V. Merchant.

234 „ Vasanji Thakersey Halai.

235 Messrs. The Oriental Engineering & Trading Co. (Mr. N. S. Bayankar).

236 „ Nagindas & Maneklal (Mr. Nagindas A. Adatra).

237 MESSRS. MAVJI GOVINDJI & CO. (MR. MAVJI GOVINDJI).

238 „ THE BOMBAY YARN, COPPER & BRASS NATIVE MERCHANTS' ASSOCIATION (MR. MAGANLAL PARBHUDAS).

239 „ TRIVEDI & CO. (MR. GIRJASHANKAR B. TRIVEDI).

240 HON. MR. NARAYAN TRIMBAK VAIDYA.

241 MR. AHMAD PYARALI.

242 MESSRS. THE PUNJAB NATIONAL BANK, LTD. (LALA GARIB-DAS).

243 „ BHIMJI JERAJ & CO. (MR. BHIMJI JERAJ).

MEMBERS OF THE COMMITTEE OF THE INDIAN MERCHANTS' CHAMBER AND BUREAU FOR THE YEAR 1916-17.

1 Hon. Mr. Lallubhai Samaldas, C. I. E. (Chairman).
2 Sir Vithaldas Damoder Thakersey (Vice-Chairman).
3 Hon'ble Mr. Purshottamdas Thakoredas.
4 Mr. Dinsha Edulji Waccha.
5 Hon'ble Mr. Manmohandas Ramji.
6 „ Sir Fazulbhoy Currimbhoy Ibrahim.
7 „ „ Ibrahim Rahimtula.
8 Sir Shapurji B. Broacha.
9 Mr. Devidas Madhowji Thakersey.
10 Hon. Mr. Chunilal V. Mehta.
11 Mr. Jethabhai Walji.
12 „ Revashanker Jagjiwan.
13 „ Motilal Vallabhji.
14 „ Gopalji Walji Sunderji.
15 „ Motilal Kanji.
16 „ Chaturbhuj Shivji.
17 „ Phiroz J. Billimoria.
18 „ Naranji Haribhai.
19 „ Mulji Haridas.
20 „ Mathuradas Vasanji Khimji.
21 „ Ruttonsey Mulji.
22 „ Sorabji Edulji Warden.
23 „ Morarji Velji.
24 „ S. B. Billimoria.
25 „ M. P. Madan.

CHAIRMEN OF THE INDIAN MERCHANTS' CHANBER AND BUREAU.

Hon'ble Mr. Manmohandas Ramji 1907—1913.

Mr. Purushottumdas Thakoredas 1913—14.

Hon'ble Sir Fazulbhoy Currimbhoy 1914—15.

Hon'ble Mr. Dinshaw Edulji Wachha 1915-16.

Hon'ble Mr. Lallubhai Samuldas C. I. E. 1916-17.

Secretary:—Mr. J. K. Mehta, M. A.

Hon. Auditor:—Mr. Ardesher Edulji Cama of Messrs. A. C. Rice & Co., Chartered Accountant.

Chamber's Solicitors:—Messrs. Edgelow Gulabchand Wadia & Co., Solicitors.

THE INDIAN MERCHANTS' CHAMBER AND BUREAU.

Annual General Meeting.

The Ninth Annual General Meeting of the members of the Indian Merchants' Chamber and Bureau was held at the Office of the Chamber, on Saturday the 30th September 1916 at 3 P. M, (B. T.) to transact the following business:—

1. To receive the report of the Managing Committee for the year 1915-16.
2. To declare the election of the Members of the New Committee.
3. To appoint an Auditor to the Chamber for the ensuing year.

The Hon. Mr. Lallubhai Samaldas Chairman of the Chamber, presided.

The following Members were present:—

Hon. Mr. Lalubhai Samaldas.
,, ,, Manmohandas Ramji.
,, Purshottamdas Thakordas.
Sir Vithaldas Thakersey.
Hon. Mr. Chunilal V. Mehta.
Mr. Sorabji E. Warden.
,, Chaturbhuj Shivji.
,, Morarji Velji.
,, Jethabhai Walji.
,, Dinshaw Dosabhai Karani.
,, Vithaldas Damodar Govindji.
,, Karsondas Premji.
,, Valji Govindji.

Mr. Goculdas Jivraj.
,, Naranjee Mulji Damodar,
,, Vasanji Gopalji.
,, Karsondas Hargovind.
,, Naranji Narsinh.
,, Devidas Damodar.
,, Motilal Vallabhji.
,, Gopalji Walji Sunderji.
,, Dhanjibhai Ardeshar.
,, Motilal Kanji.
,, Damodar Bhagwandas
,, Hirji Mulji.
,, Ranchooddas Valabhai.
,, Haridas Mathuradas Thakkar.
,, Revashanker Jagjivan.
,, Ratansey Mulji.
,, S. R. Bomonji.
,, O. H. Nazar.
,, R. L. Sutaria.
,, Markandrai Girjaprasad Desai.
,, Laxmichand Manekchand Khokhani.
,, M. S. Mody.
,, Kassumali Jetajbhai Peerbhai.
,, M. P. Madon.
,, Surajmal Lallubhai.
,, Naronji Dayal.
,, M. V. Merchant.
,, N. S. Bayankar.
,, Nagindas A. Adatia.
,, Mavji Govindji.
,, Girjashankar B. Trivedi.
,, Ahmed Pyarali.
,, Lala Gharibdas

THE INDIAN MERCHANTS' CHAMBER AND BUREAU.

SPEECH OF THE HON'BLE MR. LALLUBHAI SAMALDAS.

Friends,

In the unavoidable absence of your Chairman, the Hon'ble Mr. D. E. Wacha, the duty of moving the adoption of the report of the last year and of the audited accounts, devolves on me. Although Mr. Wacha is now engaged in serving his country in other higher spheres, he has not forgotten the duty that he owes to this Chamber and has sent his address which the Secretary will read to you.

The last year has been an eventful one in the history of the world. Though the end of the war is not actually in sight, the initiative in the world wide war has passed from the hands of the Central Powers into those of the allies, and this joined with Roumania's coming into line with the allies leads us to hope that within a short time the arms of the Central Powers will be shattered, the objects for which Great Britain had to take up arms will be attained and the allies will be in a position to dictate the terms of peace which the Central Powers will be bound to accept. It is a little more than two years' time since the time that war was declared between England and Germany. During the whole of that period our country has steadfastly stood by the side of England. The sons of the country have shed their blood by the side of Britishers and Anzacs on the plains of Flanders, as well as in Gallipolli, Mesapotamia and Egypt. The devotion and loyalty of our country have been acknowledged in generous terms by persons of all classes from His Imperial Majesty the King Emperor to the ordinary private in the field We feel grateful for all this appreciation and on the country's

behalf we may take this opportunity of assuring--if any assurance after the brave deeds of our countrymen were at all necessary--that the country will continue to render all the assistance that it can both in men and money till the complete defeat of the Central Powers and the full attainment of the ideals for which the allies are fighting. The fact that on this day of our annual General Meeting, we are able to take stock of the work done in the last year and to consider the programme of the next year's work, in a spirit of quiet confidence, shews how much we owe to the watch-dog of that gallant admiral, who has kept all his ships on the high seas for the last two years and has practically bottled up the German Navy in the Keel Canal. It is due to constant patrolling of the North seas by Jellicoe's invisible Grand Fleet, that we are able to carry on our business as usual.

During the year under report, there has been a net increase of 17 in the number of members. In spite of the increase in the income due to the larger annual fee income and the entrance fee of Rs. 1,000 at the rate of Rs. 50 per each member our closing balance at the end of the year is about Rs. 500 less than what it was on the opening day. This can be explained by one item of non-recurring expenditure of Rs. 484-8 0 being the cost of addresses to the incoming and departing Viceroys. The period for which this Chamber agreed to give an annual grant of Rs. 1,000 to the College of Commerce expires during the next year and your Committee will have to decide whether they should renew the grant at the same figure and if so for what period. Speaking for myself I may say that this College has filled a gap in the chain of higher education in this Presidency and in the interests of Commerce as well as of higher commercial education it is necessary

that the institution should be kept going and should be supported by an association like ours. I know there is a feeling not confined to the members of this institution that the syllabus of this College does not come up to our expectations. The remedy is partly in our hands. Our representative on the Board should be asked to work for an amendment in the syllabus so as to make it suitable to the requirements of trade and commerce in this presidency.

We have to record with regret the sad death of Mr. Vallabh Narain Dani who had been taking an active interest in the work of our Chamber and was for a short period on the Committee.

The report of your Committee gives in detail the various questions handled by them. I hope I shall be pardoned if I refer to a few very important items mentioned therein. Your Committee notes with satisfaction the successful result of their representation to Government regarding the duty on pearls. The credit for this is as much due to the vigilance exercised in the matter by your Committee as to the fair spirits in which the Finance Minister considered our representation to Government about the Government of India Consolidation Act amending Bill and about India having been not represented at the Paris Economic Conference.

Owing to this strong opposition to certain features of the first measure, the objectionable clauses have been dropped, and as regards the second we have received a sort of an explanation for India not being represented at the Paris Economic Conference and what is more satisfactory, we have got an assurance from the Commerce member when we interviewed him here last July that India will be re-

presented at the next Economic Conference. A similar assurance is given by Government in reply to the Hon'ble Sir Fazulbhai's question at the Viceregal Council. This is satisfactory so far as it goes. It will be for us now to make suggestions to Government as to who should represent India, and at the same time give our representative a strong brief to enable him to put our case forcibly before the Conference.

I shall refer to this subject again when I speak of our programme for the coming year. There are two very important matters. Trade after the war, and State *versus* Company Management of Railways, to consider which your Committee have appointed sub-committees, whose reports have not yet been received. Both these questions will have to be finally decided by the incoming Committee. As you all know the Government of Bombay have in response to public demand both in the Council Hall and from public platform, appointed a Committee to consider the question of developing existing and starting new industries. Your Committee were asked to send two representatives to work on this Committee and we have elected our two ex-presidents, the Hon'ble Mr. Manmohandas Ramji and the Hon'ble Sir Fazulbhai Currimbhai. It is satisfactory to note that the latter gentleman has not only been nominated to represent Indian Trade and Commerce in the Imperial Council but he has also been nominated on the Sir Thomas Holland Commission. We feel gratified at the honour done to one who has been on our Committee for so many years and who has also worked as Vice—chairman and Chairman of this Chamber.

The Associated Chamber of Commerce the formation of which was approved at the Commerce Congress called at

the suggestions of the Hon'ble Sir Fazulbhai has not come into existence owing to the necessary legal formalities not having been completed. Having given you a short summary of work of your Committee in the past year, I desire to refer to the work that lies before your new committee in the near future. But before proceeding any further I cannot help expressing to you my heartfelt thanks for the very high honour you have done me by electing me as your Chairman, for the next year. The responsibilities of this office, heavy as they usually are, will be very much heavier during the next year, when larger questions of policy with reference to our future relations with allies, neutral countries and the enemy countries will have to be carefully considered and decided. In solving all these problems I count upon your assistance and even guidance for without such support it would be impossible for me to do justice to the high position to which you have elected me. By the solid work that this Chamber done in the past, it has attained a position of great importance amongst such bodies in the country and Government have recognised its right to represent the Indian Trading and commercial communities in this presidency.

It is practically in your hands and not in those of the Chairman to attain for this Chamber a still higher position of trust and influence amongst the bodies representing both Indian and foreign trade and commerce The members of the Committee elected by the general body except one have been members during the last year or years, and it gives me much pleasure to welcome the new member the Hon'ble Mr. C. V. Mehta on our committee. Mr. Chunilal has, if he will permit me to say so, decided

wisely in thus extending his sphere of work and usefulness.

The most important question that the new committee will have to take up, and which it has received as a legacy from the last year's committee is that of "Trade after War"—the word trade including for our present purpose—industries also. While some of the problems connected with this question are our own, there are others which are common to England and the allied countries. The recommendations of the Economic Conference of the allies which was held at Paris in the month of June this year, have been published for the information of the public, and some of these recommendations may be taken as a basis on which to frame our proposals for the consideration of the Government. These recommendations have been divided into three heads (*a*) measure for the war period, (*b*) transitory measures for the period of commercial, industrial, agricultural and maritime reconstruction of the allied countries, and (*c*) permanent measures of mutual connections, assistance and collaboration among the allies. While the allies are thinking of adopting measures for commercial and other *reconstruction* we have in many cases to think of measures for *construction* rather than for reconstruction and measures that are effective enough for the purposes of industrially advanced countries as those of the allies will not suffice for our purposes. Our country has been chiefly expecting raw materials or part-manufactured products and the enemy countries have been buying a large percentage of these. If as a temporary or permanent measure it is decided to prevent the export of these articles to enemy countries, it is essential in the interests of this country's commerce to get full facilities and active Govern-

ment assistance for converting the raw materals into finished products, and also to have compensating outlets for the manufactured articles as well as the balance of the raw materials that cannot profitably be converted into finished products. We all hope that Sir Thomas Holland's commission will recommend strong measures for the former. It is to be regretted however that the commission is barred by the terms of reference from making enquiries into the latter *i.e.*, the question of tariffs. That question is we recognise a very complicated one, but your committee is strongly of opinion that a thorough enquiry into all its bearings and a definite pronouncement about the future policy of Government in reference to that important question are essential for the proper development of Trade and Industries of this country. It is a well known fact that our Government – Government of India – is not free to take any action it likes in this matter, and the first step in the right direction is to ask strongly for fiscal autonomy for that Government. As the Hon'ble Mr. Wacha has, in his usual masterly manner in his address discussed this question at full length, I have nothing more to say in this matter. It will perhaps take very long before fiscal autonomy is granted to this country, or even the subject of Tariffs is taken up for inquiry by the Government of India. We must in the interval study according to the means and the materials at our disposal the question of Tariff, with all its ramifications and prepare a definite scheme for submission to the Government of India. Intimately connected with the question of Tariff, is the question of Government subsidies. The Paris Economic Conference recommended that " They (the allies) may for example, have recourse either to enterprises subsidised directed or controlled by Governments themselves. or to the grant of financia assistance for the encouragement of scientifi c andl

Technical Research and the development of national industries and resources; to customs duties or prohibition of a temporary or permanent character or to a combination of both these methods." The conference further recommends the adoption of measures for facilitating trade by "the establishment of direct and rapid land and sea transport services at low rates." Mr. Runciman who attended this conference as the representative of Great Britain is a liberal and free-trader, and if on behalf of his country far advanced in commerce and industries, and a large percentage of whose people believe in Free-trade, has thought it necessary to agree to the above proposal, the Government of India should change its Laissez-fair policy and actively help the development of industries by the various methods suggested in the recommendations of the Conference. If this country is to take its place in line with other civilised countries it should in proportion to its backward industrial conditions receive greater assistance in the shape of scientific and technical institutes, industrial banks, low Railway and Steamer freights, and countervailing customs duties than the advanced countries of the allies. How far we suffer from the lack of these facilities has been often said in the press and on the public platform but so long as England was wedded to the Manchester school of economics we had very little hope of the Government of India adopting a policy opposed to that school, but now that there has been a change in the angle of vision of English Statesmen and Economists, we have every right to expect our Government to fall in line with this change of attitute and do th ir best to promote the growth of indigenious industries. It is sometimes said that, if Government gave all the assistance we ask for, it would lead to a sort of "hot-bed" growth of some industries. Knowing intimately the condition of skilled labour, capital and technical

knowledge in these countries we, may assure these critics that in our opinion there is no danger of such an unnatural growth of any industry, as will injure the prospects of natural growth of that or similar other industry. Caution is a necessary virtue in many cases but in our present almost lethargic industrial condition the cry both to the Government and to the people must be that of "wake up" and not of too much caution. As I have said before, the Paris Economic Conference lays a great deal of stress on the establishment of direct and rapid land and sea transport services at low rates. The question of land transport is intimately connected with the management of Railway lines in harmony with the interests of national industries and trade. Whether Company or State management of Railways leads to such harmonious working is a question that has been referred to your Chamber in common with other Chambers for an expression of opinion. Your committee has appointed a strong sub-committee to go carefully through all the different aspects of this question and submit their report for the consideration of the committee. The sub-committees have not yet finished their labours and their report will have to be considered by the new committee, which will give due weight to the question of assisting our indigenous trade and industries and decide in favour of the system that secures them. As regards cheap sea transport we have not even made a beginning and unless the Government of India takes up this matter in right earnest—and we must continue pressing it on their attention—very little progress can be made in this direction.

The indigenous industries Committee have made inquiries into the reasons for the failure or the half moribund condition of some of the new industries in this presidency, and

they find that over and above the difficulties of want of expert advice, and of adverse Railway rates, in some cases these industries suffer from under-capitalization. The last defect can be remedied by greater financial facilitiesl Whether such facilities can be given by loca, Banks, or by a large industrial Bank is a question that your committee will have shortly to consider. The Hon'ble Mr. Manmohandas who has been taking a keen interest in this subject has drawn up a scheme for an industrial Bank and submitted it to the Industries Committee. That scheme may be taken as a frame work by your committee, to fill in the details and the gaps after due deliberations. Our joint stock Banks including the Swadeshi Banks, have not been and will not be able to cope with this difficulty. The following remarks made by the advisory committee of the Board of Trade with reference to the work of joint stock Banks in England is equally applicable to Banks in this country. "The local Manager is unable to take the risk which the local Banker often took and is indisposed to advise to his principals to make any advances which even appear to carry with them any element of risk. We are of opinion that there is a good deal of truth in this view of the situation and that the development of joint stock banking, has in some measure restricted the financial facilities of the smaller industrial enterprises". The same advisory committee have recommended the extension of the system of Trade Commissioner, now existing in the colonies to the principal foreign countries. We must ask for and insist on the appointment of an Indian gentleman well acquainted with our trade conditions, as an assistant to these trade commissioners. That office should be responsible and report directly to the Commerce Member of the Government of India.

These are some of the larger questions of policy that will have to be dealt with by your committee in the next year and you may rest assured that the committee will not grudge the time requisite for the consideration of all these problems, and will bring to bear thereon all their business acumen and experience. The result of this work you will be able to judge at your next annual meeting.

Before formally moving the adoption of the report, I desire to place on record the valuable assistance that your committee has invariably received from your capable Secretary.

Sir Vithaldas D. Thakersey in supporting the Chairman said:—

"Very little remains for me to say after what has been said by our Chairman and Vice-chairman in their very exhaustive speeches however, I shall ask your indulgence for a few remarks that I desire to make on one or two matters affecting our trade and industries. The previous speakers have already referred to the Industrial Commission appointed by the Secretary of State under the able Chairmanship of Sir Thomas Holland to enquire about the industrial development in India. You are all aware Sir Thomas Holland has already had a preliminary tour throughout India and the Commission will take up the work in earnest in the next cold weather. We all hope and trust that the Commission will be able to make such recommendations as would really tend towards the speedy development of Indian industry. But it is a matter of very great disappointment that this Commission is prevented from considering all remedies for the proper development of our trade and industries. For instance, it is instructed not to consider at all the question of tariff reform or to make any recommendations which in their opinion is absolutely necessary in the direction of any change in the presen-

fiscal policy. In my humble opinion, this limitation in the powers of the Commission will hamper its work considerably. Sir Thomas Holland in his preliminary tour was often tackled with this subject by the different representatives of trade and industries throughout India which show the feelings of the people in this country. It has been said that the fiscal reform question is a large imperia one which will be taken up for consideration after the war Sir Thomas Holland has in his reply made a very tame defence of the Secretary of State arguing that the fiscal reform is a large imperial question requiring special Commission to consider it. I quite admit the importanc of that question, but what we all expect of this Industria Commission to consider was how far the fiscal policy should be changed in order to help the development of ndustries in India and how far the present fiscal policy has been instrumental in ruining some of the industries which should have gone on with a different policy. If this Commission had an opportunity of considering this question their report would have been very valuable at the time when the whole question of fiscal reform is taken up after the termination of the war. Those who will have the consideration of this question later on will have no opportunity as the present one has in considering the cause and effect of a particular fiscal policy on a particular industry. Whether the recommendations of the Industria Commission in the matter of the effect of fiscal policy on trade and industries would have been consistent with the imperial fiscal policy that may be settled later on or not, it was quite open to the Imperial Government if they did not agree with the recommendations of the Commission to have any fiscal policy they may choose for imperia reasons. But the country would have the satisfaction of knowing that at least their case was presented to the

Imperial Government. Under the present circumstances, the Commission that may be appointed to consider the imperial fiscal policy will never have an opportunity of knowing how far the change was needed for the development of industries. In my humble opinion this is a great drawback and I think it is not even now too late to make up the deficiency.

Another important matter that your chamber will have to consider is the enquiry from Government regarding the State *vs.* Company management of Railways. This is one of the most important of questions that has cropped up in recent years, the decision of which in time will play an important part in the development of our Indian trade and industries. This is not an occasion to go into the details of the advantages and disadvantages of our system. I have no doubt that Government will consider carefully all the replies that they might receive in reply to their inquiry from commercial bodies including your chamber. The question is a complex one in which strong arguments from either side can be urged. I do trust that in case the Government decide to continue the Company management of Railways they will not allow themselves to be bound hand and foot as they have been now under the present agreement. Very important questions of Railway policy have been brought before the Imperial Legislative Council and the stereotyped reply of the Chairman of the Railway Board is that Government cannot interfere in the administration of the Company-managed Railways. This must be changed, at least, so far as to give power to the Government of India to order their Companies to give special facilities for transit and special help by way of no freights for the development of indegenous industries. I have every hope that your chamber in its representation to Government will make this point quite clear."

THE FOLLOWING SPEECH OF THE HON'BLE MR. D. E. WACHHA WAS THEN READ BEFORE THE MEETING BY THE SECRETARY.

Gentlemen,

"It is the practice of your Chamber, in common with that of other kindred organisations, that its Chairman, in moving the adoption of the annual report, should preface it by a brief survey of the commercial and financial problems of the day. None can deny the utility of such a review. In the proportion that it is informing and illuminating it is bound to evoke sound and healthful criticism which may prove useful for practical purposes. In normal times such a survey is greatly welcomed. But it is, I venture to say, extremely doubtful, whether, in the stirring times through which the civilised world has been passing these two years and more, when so many things on matters commercial and financial, have to be unlearnt, and many more to be learned, by the light of the daily experience offered it is at useful to offer any observations which are exceedingly liable to be either revised or abandoned by the events of to-morrow. A mere reiteration of accomplished facts or high sounding platitudes can scarcely be deemed desirable, unless it be to point a lesson which may find general acceptation when normal times once more return. It is also a waste of time and breath to go over the resume of the work done by your committee since you last assembled. The report is sufficiently comprehensive, while the appendices

embrace fuller details which those keen on learning can study at leisure. Under the circumstances, I do not propose to travel over the same ground. I would, therefore, confine myself to one outstanding feature which, I venture to think will later on dwarf all other questions of interest and importance. But before I refer to it at some length let us congratulate the country on the satisfactory character of this year's rainfall. It has excellent prospects before it of an abundant harvest. Prices of our staple commodities of exports have greatly risen during the last six months and are expected to rise still higher. The growers of cotton, jute, tea and other commercial products have had ample prosperity So, too, the manufacturers of these merchantable commodities which bring more wealth to the country. The prevailing depression in this Presidency has since May last disappeared. The winter of adversity has been followed by a bright sun of prosperity, leading in some cases to feverish speculation which is not only undesirable but deplorable. But apart from local conditions, it may be fairly asserted that this year's agricultural prosperity is bound to have its beneficent influence on our inland and sea-borne trade and on our principal manufactures and industries. Thus a prosperous business year looms largely before the country. To the extent that commerce and industries flourish will the revenues of the State be every way better, unless unforeseen circumstances check the inflow of the larger revenue into the Treasury. Anyhow the next Budget, under the able stewardship of our cautious but sagacious Finance Minister may be hopefully looked forward to, specially as he will have to make to wail about the "gamble in rain." The time has yet not arrived for any radical change in our fiscal system which is antiquated and obsolete. But sooner or later it

will have to be substituted by a more modernised and scientific system which may to eventually dictated by the new economic situation in both commerce and finance which must irresistably force itself on all the civilised nations of the world after the war. The system of direct and indirect taxation presently in vogue will have to be carefully investigated from a broader and newer perspective prior to formulating the new one which must supersede it. But after all the future of Indian finance and commerce will depend greatly on the ultimate decision which the British Parliament may take in reference toIndia. It goes without saying that fiscal autonomy, on sound and well considered principle, shall alone educe that healthy and prosperous evolution in our trades and industries on which the enlightened people of this country of all shades of opinion are so keen. It will be impossible for our rulers to avoid it if they sincerely mean to work out the future economic destiny of India in harmony with her wants and requirements and in sympatetic response to the better mind of her people. The principle of Co-operation which has been so often pompously preached of late years from the most exalted platforms will have to be put into active operation with earnetsness and singleness of purpose to prove to the world what Britain sincerely means to do by India. This is a question of the greatest magnitude and full of difficulties. But if Indians are true to themselves and their country, it cannot be difficult of accomplishment A supreme and united effort will have to be made for the purpose. If Indian poverty is to be reasonably reduced, if the standard of the comfort of the teeming masses is to be satisfactorily raised, if education and sanitation are to be greatly accelerated, then, the first and fundamental essential is a well devised and practical scheme of fiscal autonomy. Our people have long since made up their

mind that unless they are allowed full freedom to work out their own economic destiny, it is hopeless to see a prosperous India in the sense that there is a prosperous England, a prosperous France, and a prosperous United States. It is for the British nation so instinct with common sense and practical sagacity, to be alive to the necessities of this reform which, I have it to be the foundation of all other reforms. You may have better legislative councils in the future with extended popular privileges for improving the existing administration but so long as India is fettered in her healthy and steady advance in commerce and industries by artificial restraints there can be no hope of her ever taking a front rank in the scale of nations. India should no longer be held in leading strings. She has arrived at the age of vigorous virility to be fully able to manage her own affairs in consonance with her moral and material requirements. I am well aware that the problem is beset with great difficulties, chief of which are the international treaties of Great Britain with those countries with whom it has the largest commercial dealings. But given the gift of the right statesmanship to overcome these difficulties and a firm determination of purpose, there is, I see, nothing to prevent India from devising her own independent fiscal system which she may consider most beneficial to her interests. This is the greatest of all problems, more important in my personal opinion than all other reforms combined, on which the better mind of India should earnestly begin to bestow serious consideration from now so that it may be ready with a well prepared scheme at the right psychological hour to press it on the attention of our rulers. Vested and other interests will, like lions, obstruct our path. But we should not be deterred. It should be firmly borne in mind that every

other economic condition for which India is in earnest must flow from this one fountain source. It will be like the bountiful river which sends forth its multifold tributaries in all directions to fertilise the land and bring material prosperity to a people. Commerce, industries, and manufactures will then advance and flourish on natural lines. There will be no artificial barriers and impediments to obstruct their progress as is unfortunately the case at present to no small a degree. Finance which is the backbone of commerce will take wider flights, banking institutions on sound and safe lines will multiply, credit will grow apace evermore the extension of commercial railways and feeders by indigenous capital, the industry of ship-building and ship-owning by private enterprise and scores of other things which are in the nature of auxiliaries will have their natural growth. Thus the great economic problem will be slowly but steadily solved when this fundamental necessity of the times is frankly recognised. India can never progress in the way that other countries of the West have progressed in commerce and industries and all their concomitants till she is left absolutely free and unfettered to mould her own fiscal system under wise and prudent statesmanship with the hearty and active co-operation of her people. This is the ideal for which we should all strive. Time and circumstances are propitious New and more accurate perspectives, of a wider characte. are being presented to the gaze of the economic world, let therefore, Indians begin to work at this great ideal in a practical and business like manner. Industrial and other commissions and conferences and committees may do something. They will tend to help the ideal in view. But pray do not trust much in Commissions, industrial or any other. My experience teaches me that they are after all a make-believe. In the long run their recommen-

dations are akin to a change from tweedledee to tweedledum. Anyhow let others be as optimistic as they may. I for one shall always remain a minstrel of pessimism in reference to these bodies which generally leave things alone where they were before.

Meanwhile I need not recall to your mind what is generally recognised. The war has not only brought to the front in a surprising degree problems of high state finance and currency, international trade and industries and kindred topics of absorbing interest, but arrested the earnest attention of experts in economics, bankers and financiers, merchants and manufacturers, traders and industrialists who happen to keep an open mind with a view to modifying or even abandoning theories and maxims which have been hitherto accepted as immutable, and to challenge which is deemed to be rank heresy. It is recognised on all hands, competent to express an opinion that those theories and maxims most be once more put to the ordeal. They must be but into the crucible of reason and truth to discover how far they still stand the test offered by the economic events of the past two years and more, or how far they might be pronounced fallacious and therefore to be rejected as no longer worthy of reliance. It would be wise and prudent on the part of Indian economic reformers to watch the course of events after the war, in order that they may stand on stable ground and be in a position later on to set about the problem of fiscal autonomy for India on lines of the greatest safety and permanence, which, when introduced shall evolve slowly and steadily that moral and material prosperity which shall place this country in the front rank of the great commercial and industrial nations of the world.

Mr. W. T. Halai in commenting upon the report of the Chamber, remarked that the Chairman had tried to explain the deficit appearing in the Balance Sheet, by stating that some charges where not the Annual charges but the speaker thought that the charges of the said nature would almost every alternate year have to be incurred. As he was a new member he could not speak on the previous state of affairs but the last two reports showed that the Chamber's balance showed an annual deficit of about Rs. 500 to 600 but as the admission fee of the members which would not be the permanent income were not taken into consideration and deducted therefrom the deficit would come to over Rs. 1,600. One of the main objects of the Chamber was of establishing a decent Commercial and Industrial Library, but no steps appear to have been taken in that direction. He remarked there are many big Libraries in Bombay, full of literature, fiction, novels and poetry, but Bombay did not possess a single library containing books on commercial subjects and for any little information one taking interest had every now and then to trouble their Chairman the Hon'ble Mr D. E. Wacha. He therefore suggested that the admission fee should be utilised for purposes of developing a decent library, and for meeting the deficit and for locating such library. Chamber's own housing was an absolute necessity and he hoped the committee would take prompt steps in that direction. Commenting upon the report he remarked there were two important questions before the Chamber as could be noticed from the report viz. (1) Trade after the War and (2) The Railway management. Much had been said with regard to Sir Holland's Commission. Whenever there was any agitation commissions of inquiry were appointed. They had Welby Commission, Decentralisation Commission, Currency Commission, Weight

and Measure Commission, but unfortunately these commissions, after the enormous time and labour that had been devoted, have not brought any satisfactory results but the best commission that he would urge was of standing on one's own legs. Some of the speakers had advocated protection policy, others wanted Government aid, but neither the protection policy nor Government aid would be of much avail so long as the people themselves did not wake up. What he wanted of Government was neither protection policy nor Government aid but what was necessary was that all the subjects could be treated on the footing of equality and one should have no facilities or preferential treatments at the cost and sacrifice of the others and the Chamber should try to guard against the same.

With regard to the Railway management, the State management would be only useful if the tariff rates were properly adjusted. The raising of the coal tariff rates, by the Railways, was likely to considerably hinder the Commercial developments. The Chairman had expressed a pious hope that when they meet next year, he would be in a position to report to them some satisfactory results and solution, but an Annual meeting of the Chamber was not sufficient, having regard to the very keen competition, wherein Japan and other Countries had entered. By way of instance, he cited that such piece goods as were supplied to the African Ports by the Indian Mills had now commenced to be supplied by Japan directly to the African Ports. Now that Europe is at war greater effect of this is not being felt but after the war, he apprehended, the mill and other industries would receive a serious shock when the other nations come in the field of the Indian Market. It was therefore necessary that steps were taken

to guard against it. While they were thinking of trade after the war, many other nations had seized the Indian trade during the war, as the returns showed. It was not possible to discuss within the short space of a few minutes the important questions that were cropping up during the war, but if their Committee would take steps to have the periodical meetings of the Chambers, say every 2 or 3 months being convened for conside ration by the General body of the questions they would be in a position to make satisfactory progress. He was sure that the Committee was performing its duty at some sacrifice to its members but having regard to the interest of the Nation that had to be considered, the mere consideration by the Committee of the letters received from the Government or submitting its petition or representation, was not sufficient to echo the voice of the Indian Mercantile Committee.

Mr. Mavji Govindji Sheth said:—

"Gentlemen—I wish to draw your attention to the new tax that has been imposed on the mill industry of Bombay. While we are talking of the advancement of industris and while a Royal Commission is actually in session in this country to report on our industrial possibilities, an increase of annas fourteen per ton in the price of coal has been effected by the Railway having increased their freight by that much. And we cannot complain about that as the Railways are not State owned. As at present we cannot have even the satisfaction of our interpellations getting satisfactory replies in the Imperial Council". After Messrs. Devidas Madhavji Thakersy, Motilal Valabhji, Surajmal Lallubhai, Lala Gharibdas, Morarji Velji, had spoken on commercial subjects, the proposal for the adoption of the Report was put to the vote and unanimously carried.

The result of the ballot for the Chairman, Vice Chaiman and Members of the Committee for the ensuing year was then announced as follows:—

HON. MR. LALLUBHAI SAMALDAS, C. I. E. (Chairman).
SIR VITHALDAS DAMODER THAKERSEY (Vice-Chairman).
HON. MR. PURSHOTTAMDAS THAKOREDAS.
MR. DINSHA EDULJI WACCHA.
HON'BLE MR. MANMOHANDAS RAMJI.
" SIR FAZULBHOY CURRIMBHOY IBRAHIM.
" " IBRAHIM RAHIMTULA.
SIR SHAPURJI B. BROACHA.
MR. DEVIDAS MADHOWJI THAKERSEY.
HON. MR. CHUNILAL V. MEHTA.
MR. JETHABHAI WALJI.
" REVASHANKER JAGJIWAN.
" MOTILAL VALLABHJI.
" GOPALJI WALJI SUNDERJI.
" MOTILAL KANJI.
" CHATURBHUJ SHIVJI.
" PHEROZ J. BILLIMORIA.
" NARANJI HARIBHAI.
" MULJI HARIDAS.
" MATHURADAS VASANJI KHIMJI.
" RUTTONSEY MULJI.
" SORABJI EDULJI WARDEN.
" MORARJI VELJI.
" S. B. BILLIMORIA.
" M. P. MADAN.

REPORT OF THE COMMITTEE OF THE INDIAN MERCHANTS' CHAMBER AND BUREAU FOR THE YEAR 1915-16 TO BE PRESENTED TO THE GENERAL MEETING TO BE HELD ON SATURDAY THE 30TH SEPTEMBER, 1916.

Your Committee have great pleasure in presenting the Ninth Annual Report to your Chamber. During the course of the year 25 meetings were held, the work done being of a varied and important nature.

The principal subjects discussed were :—

1. Percentage of fat in sweetened Condense! Milk.

The first matter which engaged the attention of your Committee was the question of calculating the percentage of fat in sweetened Condensed Milk imported in India. A letter was received from the Government of Bombay, enclosing one from the Government of India, asking the opinion of your Committee thereon. In para. 2 of the letter of the Government of India instructions were given that all tins of Condensed Milk, which contained less than 9 per cent. of fat, should in future be marked "prepared from skimmed milk"; and that, in the case of sweetened milks, the fat percentage should be calculated on the actual milk constituents of the product. It was since urged that the percentage of fat in sweetened Condensed Milk should be calculated on the whole product as in the case of unsweetened milk, and not merely on the milk constituents of the pro-

duct. This suggestion was supported by Major Dickinson, Chemical Analyser to Government and Mr. Jenks, Chemical Analyser for Customs and Excise. Your Committee also approved of the method.

2. Use of Hindu Mythological Pictures for Stamps, tickets, labels, &c.

The Marwari Chamber of Commerce at Calcutta requested the Committee to take some practical steps to bring to an end the practice of using pictorial representations of Hindu gods and goddesses as designs for stamps, tickets, label on boxes, packages and many articles of merchandise imported into India from foreign countries; also for wall calendars and a variety of advertisements in order to push the sale of such goods. Sympathising with this movement the Committee expressed their opinion that it was desirable the practice should be put a stop to everywhere, though its existence even in this country, was not unknown judging from similar tickets and labels used for indigenous goods.

3. Palli and Furra Controversy

Your Committee drew the attention of the Government to the controversy regarding "Palli and Furra" and suggested that in order to avoid all such confusion in future and especially in view of the proposed uniformity of weights and measures in this country, Government would be pleased to prohibit the use of any but authorized weights and measures and that the furra should be considered to be of 16 pallis.

The Government replied to the effect that the Weights and Measures Committee, ap-

pointed by the Government of India, had, in its report recently published, recommended the adoption throughout India of a prescribed scale of weights and measures and the prohibition of the use of any weights and measures differing from the prescribed one. As the whole question was at present under consideration with a view to legislation for all India, the Government of Bombay informed your Committee that they were not prepared to take action in the direction suggested.

4. Weights and Measures.

Your Committee were consulted by the Government of Bombay regarding the report of the Committee appointed by the Government of India to inquire into the question of the feasibility of securing the use of uniform weights and measures in India. They were at one with the Weights and Measures Committee as to the system to be adopted, namely, that it should be on the basis of 180 grain tola, which is the Indian or Bengal Railway system. It was familiar to the Indian public and would be unattended with any difficulties in the way of success, if introduced gradually and systematically. The Committee generally approved of the recommendations of the Weights and Measures Committee regarding measures of length, area, capacity, dry and liquid, and entire content. As to measures of capacity official stamping of striking rollers was suggested. As to the recommendation about firms or shopkeepers desirous of using British weights

taking out a licence, your Committee thought that a licence in such a case was scarcely wanted, as it would lead rather to unnecessary trouble, than do any good. It was suggested that the British weights should be so stamped as to indicate their equivalents in tolas. With regard to inspection, the Committee recommended that municipal and local boards and not the police should be entrusted with the duty.

5. Standing Committee of Advisors for the progress of indigenous industries.

The Committee nominated the following two gentlemen as their representatives on "the Standing Committee of Advisors for the replacement of articles of German and Austrian manufacture by production of indigenous industries":—

(1) Hon'ble Sir Fazulbhoy Curimbhoy.

(2) Hon'ble Mr. Munmohands Ramji.

6. An Indian Loan.

Regarding the scheme of the Hon'ble Mr. Webb for raising a loan of £ 20 million sterling in India your Committee, while appreciating the spirit which prompted him, disapproved of it having regard to the fact that India had done very well on the whole compatible with her resources.

7. Tariff Valuation.

The Committee were thankful to the Government of India for having, through the Collector of Customs invited one or more representatives of the Chamber to attend the Conference of Tariff Valuation, Accord-

ingly, the Hon'ble Mr. Munmohandas Ramji, Mr. Purshottamdas Thakoredas and Mr. Naranji Haribhai were appointed.

8. Railway Rates.

In their letter dated 11th August 1915, your Committee had suggested to the Railway Conference Association that the simplification of Railway rates could be effected by reducing the classification to the lowest charged by any Railway Company as it would not involve Railways in any appreciable loss, by reason of the traffic in the commodities concerned being insignificant. In its reply the Railway Conference Association, dated 20th October 1915, observed that although the traffic on those Railways on which the enhancement would have effect was insignificant, this was not necessarily so on all Railways. The majority of Railways were authorised to charge the commodities in question at the higher general classification rate, and the adoption of the proposals of the Committee would cause these Railways in many cases appreciable loss of revenue. There was, therefore, no possibility of their agreeing to a reduction in the classification and the only alternative was to raise the classification in the Railways on which the traffic was important.

It was also pointed out that the greater part of the traffic in the commodities mentioned in paragraphs 4, 5 and 6 of the Committee's letter already carried the higher classification, and that the enhancement

would only have effect on the few Railways which were at present obliged to quote a lower classification and on which the traffic was negligible. The rates over Railways on which such commodities were carried to any extent would not be interfered with. The Committee, after a careful consideration, replied that they adhered to the opinion on the matter conveyed in their first letter, but that they would be glad to discuss the question with members of the Goods Classification Committee. The Committee met, at the office of the Chamber. Members of the Goods Classification Committee, namely, Mr. Rumboll, General Traffic Manager of the G. I. P. Ry.; Mr. Hanson, General Traffic Manager of the B. B. & C. I. Ry., and Mr. Bliss, Secretary of the Indian Railway Conference Association. It was resolved that the Committee should send a representation to the Railway Conference Association in terms of the discussion agreed upon at the interview.

A communication was accordingly sent consenting to the adoption of the new classification as a trial. It remained to be seen how far it would give satisfaction to the mercantile community.

9. Bills of Lading and Manifests relating to goods

Having been consulted by Government regarding the proposal to make compulsory by statute the inclusion in all bills of lading and manifests relating to goods the name of the person or place or both as the case may be, specified in the licence granted in

respect of such goods as the person or place to whom or to which export is permitted, your Committee replied that they had no objection to the proposal specified.

10. Addresses to H. E. Lord Hardinge, Viceroy and Governor-General of India and Lord Chelmsford, Viceroy and Governor-General designate.

Your Committee presented addresses of farewell and welcome respectively to H: E. Lord Hardinge, Viceroy and Governor-General of India and Lord Chelmsford, Viceroy and Governor-General designate.

11. Railway freight and cotton seeds.

Messrs. Kothari Sutaria & Co., a member of the Chamber, drew the attention of your Committee to a representation addressed by them to the President of the Railway Board in connection with the low rates of 1 pie per maund[20] per mile quoted by the B. B. & C. I. Railway for all cotton seeds consigned to the Bhavnagar docks from the Tapti Valley Railway. Its effect was that Bhavnagar merchants, who were till then buying in Gujarat and Bombay, extended their operations to Khandesh and outbade all other buyers. This resulted in raising the prices of cotton seeds and injuring the new cotton seed oil industry of this Presidency. The firm also pointed out that the rate for

the manufactured products like oil cakes was higher than that for raw products like cotton seeds. The Committee represented their grievances to the Secretary, Commerce and Industry Department, Government of India, pointing out that the cotton seed oil industry was one which required to be greatly developed in this country, and that Messrs. Kothari Sutaria had succeeded after strenuous exertions, where others had failed, and urging that all the questions referred to in the firm's representation might be favourably considered with a view to offering them the needed facilities.

In their reply to Messrs. Kothari Sutaria & Co., the Government observed, that after a careful consideration of their representation and of the concessions which had been granted to them the Railway Board were satisfied that the Indian Cotton Oil Co., had been fairly treated by the two Railways (B. B. & C. I. Ry. & G. I P. Ry.) and that there was no reason to interfere in the matter.

12. Duty on pearls.

In connection with the duty of $7\frac{1}{2}$ per cent. which it was proposed in the last budget to levy on the import of pearls, your Committee sent telegrams to the Hon. the Finance Minister and the Hon. Member for Commerce and Industry bringing to their notice the disastrous effects which such levy would entail on that thriving trade, It was pointed out that Bombay had been and was the distributing centre for pearls all over the world, and that more than 75 per cent. of the im-

ports were re-exported. The imposition of the proposed duty would wholly wipe off the trade, consequently it was essential that no such duty ought to be levied. Your Committee are glad to say the representation was respected and a communique issued exempting pearls from payment of the import duty.

13. Subsidiary Rules for the Port of Bombay under the Indian Ports Act.

The opinion of your Committee having been invited by the Government of Bombay on the draft Subsidiary Rules for the Port of Bombay under the Indian Ports Act a reply was sent that they had no suggestions to make in the matter.

14. Adulteration of Indian Bees-wax.

The Collector of Customs, Bombay, informed the Committee of the receipt of a communication from the India Office on the subject of the adulteration of Indian bees-wax exported to Russia. It was stated that about six months ago the Russian Church authorities gave their English agents permission to supply East Indian wax for the manufacture of church candles, but that as the samples of Indian wax proved unsatisfactory having been found adulterated with parafin wax, the Russian authorities were thinking of discontinuing the use of the Indian material. It was pointed out that all wax purchased from the Russian church should be free from adulteration and that if a continuous supply of pure bees-wax could be obtained from India, it was probable that the greater part of the Russian bees-wax trade would romain permanently in British

hands resulting thereby in a steadily increasing industry for India. The Committee replied that as far as their information went the wax received in Bombay for export was generally adulterated, the refraction being sometimes equal to 50 per cent. The adulteration was owing to the fact that the commodity had to pass through several hands after it was collected from the forests. The only practical remedy was the leasing of a portion of forests to people interested in this trade so that the purity of the stuff might be assured.

15. Election to the Legislative Council.

The Hon. Mr. Munmohandas Ramji was elected as a representative of the Indian Commercial Community of the Bombay Legislative Council.

16. Determination of Landing Dates of Goods in the Docks and the abolition of Import Tally.

The Bombay Port Trust sent to the Committee a copy of a Memorandum by the Docks Manager on the subject of the proposed alteration in the system of determining the landing dates of goods in the Docks and the abolition of import tally.

In reply the Committee wrote to say they had nothing to suggest on the question of the abolition of the Import tally system, but as to the fixing of the landing date and the free days within which import cargoes should be cleared, they considered that the period of three days proposed to be granted as free of extra fees was too short and would entail practical hardship and inconvenience on the importers. It was suggested that at

least 5 clear days were essential for clearance of the cargo to be computed from the time that a vessel has completely discharged her cargo.

17. Representative Capacity of Executors and Administrators in regard to Government Promissory Notes.

The Committee were consulted by the Government on the proposed modification of the existing practice of the Public Debt Office in regard to Government promissory notes held or negotiated by persons who occupy the representatives capacities of executors or administrators of the estates of deceased persons.

The Committee recommended that it was most advisable and expedient to continue the present practice which had worked exceedingly well and to the satisfaction of the public. Abandonment of such a practice, they apprehended, would lead to misfeasance which must be avoided at all hazard. The Committee also drew the attention of Government to the difficulties which they feared would most likely occur in identifying and distinguishing investments of this specific character from the private property of persons acting in the capacity of executors or administrators.

18. Indian Manufactures in the African Market.

The Committee received a letter from the Indian National Association (Zanzibar) giving cover to some samples of cloths used by the natives of the country. The chief object of the Association is to introduce the cotton manufactures of India in the African market and spread their use there. A separate department is opened by them for

the purpose. The Committee congratulated the Association on their patriotic spirit and resolved that the letter from the Association be circulated among the members, the samples being kept open for inspection in the rooms of the Chamber.

19. Trade after the War. The Committee have taken up the question of Trade policy after the War and referred it to a Sub-Committee for report.

20. Wheat Export. A Press communiqué was received from the Government of India notifying that it was decided to discontinue the scheme for controlling the export of wheat.

21. Goods Classification Committee Meeting. Inquiry was made by the Secretary of the Indian Railway Conference Association, whether your Committee had any subjects to recommend for discussion by the Goods Classification Committee at their meeting at Simla on the 12th June. The Committee replied that no useful purpose would be served by trying to introduce changes of a patchwork character and that a really progressive step should be taken only when a definite policy had been formulated regarding the interconnection between the development of industries and the railways. The attention of the Goods Classification Committee was drawn to a communiqué issued last year by the Railway Board about the development of industries and it was urged that it would be greatly furthering the object of the Railway Board if it were to publish the measures taken by different Railway administrations in pursuance of the afore-

mentioned resolution. It was suggested for consideration by the Conference that a Joint Conference of representatives of different railway administrations and the commercial community, European and Indian, should be appointed to go thoroughly into the question of Railway Rates affecting the development of indigenous industries. Such a committee, they ventured to believe, would be most opportune at the present time and be able to throw much light on this intricate and deeply important problem.

A reply was received on the 26th June to the effect that the question of publishing a statement of what had been done in the way of quoting special rates would receive consideration; but as regards the proposal to hold a joint conference of representatives of different Railways and of the commercial community to go thoroughly into the question of railway rates it was a question for the consideration of individual railways concerned and could not well be dealt with by such a conference as was suggested. Moreover the Government of India had recently appointed a special Commission to inquire into the whole question of indigenous industries and the present time was not in any case opportune for such a conference.

22. Government of India Consolidation Act (1915)—Amending Bill.

Telegrams of protest were sent to the Secretary of State for India and His Excellency the Viceroy against some of the most objectionable clauses of the Indian Consolidation Amending Bill recently introduced in

the House of Lords. It was submitted that the Bill was of a highly controversial nature and was introduced in violation of the understanding that controversial legislation would not be undertaken during the period of the war. Besides the people of India who were vitally concerned were not apprised of it in time. Further the proposed amendment constituted a grave encroachment on the people's constitutional rights, especially right of the subjects to sue the Secretary of State for India in the same way as the East India Company was sued. The Committee feared that such a way of legislating at the present juncture was highly injudicious and prayed that the Bill be dropped.

23. Congestion on Railways.

The Railway Board having recently invited their opinion on the congestion of railway traffic and other kindred topics your Committee replied that they were agreeable to the desirability of holding a Conference on the question. The reply stated that facilities had on occasions been given to the coal and mineral traffic in the monsoon months, but that there was not much response from the commercial community. Better conceived and more substantial facilities were needed in order to induce the commercial and industrial communities to place with the Railways a larger volume of traffic during the slack months. It was also pointed out that if the Committe's representative was invited to be present at the proposed Conference he would be in a position to discuss all the practical details of the question

A conference was held in Calcutta of representatives of Railways and of the commercial community to consider the question of congestion. Mr. Mehta, the Secretary of the Chamber, was deputed to represent the Committee. With regard to this question the Committee had also received a letter from the Government of Bombay wishing to be acquainted with any remarks on the suggestion relating to the possibility, should the necessity arise, of preference being given by Railways to certain class of goods during the period of pressure. After going into the history of the whole question the Committee informed the Government that under the special circumstance prevailing at present such a preference might be given to coal provided it was to be used for industrial purposes only.

24. Higher duty on Voiles.

The attention of the Committee having been drawn to the increased import duty of $7\frac{1}{2}$ per cent. (formerly $3\frac{1}{2}$ per cent.) on a class of piecegoods called Voiles charged by the Collector of Customs, that officer was addressed on the subject. After a personal interview with the Collector by the Chamber's representatives it was settled that if the percentage of artificial silk in either warp or weft was $\frac{1}{3}$ or more of the total superficial area higher duty of $7\frac{1}{2}$ per cent was to be charged. If artificial silk occurred both in warp and weft, higher duty of $7\frac{1}{2}$ per cent. was to be charged without regard to the percentage.

This arrangement was to take effect from 7th July 1916 retrospectively and otherwise

25. Paris Economic Conference. The Committee entered their protest against the non-representation of India at the Paris Economic Conference held in June last A reply was received from the Government that the information of the Chamber, that the Colonies were represented at the Conference, was not correct and that no representatives of the Colonies attended the Conference, Mr. Hughes and Sir George Foster attended the Conference only as representatives of the Imperial Government. Moreover as explained in the Imperial Legislative Council on the 21st March 1916 in reply to the question by the Honourable Mr. C. Vijayaraghavacharya. His Majesty's Government did not propose to take any action on the recommendation of the Conference without full consultation with the Government of India and the Governors of the Dominions.

26. Indian Registration The Committee approved of the provisions of the Bill to amend the Indian Registration Act of 1916.

27. Sugar Crop forecast. Your Committee were consulted by the Director of Statistics as to whether the trade would prefer to have a forecast of the area of sugar cane two months earlier than at present *i.e.*, in June without any reference to the prospect of the crop or, as at present a forecast of both area and prospects in August. The Committee replied that in the opinion of sugar trade the forecast in June

should serve as an additional forecast and should not take the place of the one issued in August which, should not be discontinued.

28. The Bill to amend the Transfer of Property Act.

With regard to the provisions of the Bill further to amend the Transfer of Property Act of 1882 the Committee saw no objection to the proposal to give retrospective effect to clauses 3 and 4 of the Bill which would remove much of the injustice and hardship which the Privy Council Judgment in Shama Pattar *vs.* Abdulkadir would otherwise entail on many a *bona fide* creditor. At the same time they regretted they could not approve of clause 2 which proposed to give a new interpretation to the term *attest* and would tend, the Committee feared, to weaken the law of the Transfer of Property to some extent.

29. Jute Coverings.

The Committee received a letter from the Government asking their opinion regarding the introduction of a proposed rule that in the case of export of goods packed in jute from the United Kingdom to European countries other than France, Russia, Italy and Switzerland guarantees should be required from consignees to ensure that the jute coverings of all goods whether free or prohibited should not reach an enemy destination, this rule applying only to quantities of over hundred bags. The Committee were also asked whether it was correct that all the goods for export were packed in jute.

The Committee replied that export commodities were invariably packed in jute

bags or bales, jute being the most durable material for packing and that the introduction of the proposed rule would, it was to be feared, cause hardship among a large number of exporters.

30. Commercial Congress.

The first Session of the Commercial Congress was held during the last Christmas holidays under the presidency of the Hon. Sir Fazulbhai Currimbhai. It was very largely attended by representatives from almost all the Indian Chambers of Commerce. One important feature of this Session was the establishment of an (all India) Associated Indian Chamber of Commerce.

31. Import of Silver—Duty of 15 p. c. and 5 p. c. on Silver articles.

Your Committee drew the attention of the Hon. Sir William Clark member for Commerce and Industry to the preferential benefit derived by foreign manufacturers of gold and silver lace and silver articles against Indian makers who were obliged to buy silver bullion with the duty of 15 per cent. The importers had to pay a duty of 6 per cent. only. At the time of the last budget the Committee were pleased to note that the duty on silver and gold thread was brought in a line with the duty on silver bullion.

32. Interviews with officials.

During the year of the Report your Committee had very important interviews with the Hon. Sir William Clark, Mr. Findley Shirras, The Hon'ble Sir George Barnes, The Hon'ble Sir William Meyer and Sir Thomas Holland.

33. War Notes and Notifications.

From the Commencement of the war Government have been pleased to keep your Committee in touch with all the important changes and modifications effected in the existing procedure regarding departments connected with trade and commerce. Important announcements, regarding imports and exports, telegrams, shipping, etc., have been forwarded to your Committee as soon as possible for information of the Members of the Chamber. These have been regularly circulated through their Journal and also through special extra circulars. Your Committee beg to express their thanks to the Government for this courtesy.

34. The Journal.

The Journal of this Chamber is making a continually steady progress and acquiring greater popularity.

35. Membership of the Chamber.

There was an increase of 21 members in the membership of the Chamber and 4 ceased to be members.

36. Balance-Sheets.

The Balance-Sheet of the Chamber, audited by the Honorary Auditor, Mr. Cama of Messrs. A. C. Rice & Co. is appended herewith.

BALANCE SHEET.

THE INDIAN MERCHANTS' CHAMBER AND BUREAU.

Income and Expenditure Account for the year ended 31st August 1916

EXPENSES.	Amount.	Amount.
	Rs. a. p.	Rs. a. p.
To Office Establishment, Rent, Insurance Etc,	4765 2 5	
„ Postage and Telegrams	332 0 0	
„ Miscellaneous Expenses	372 4 6	
„ Subscription to various Books, Journals and Magazines	569 10 0	
„ Printing Chamber's Reports, representations, etc.	1160 12 0	
„ Printing Chamber's Journal	2458 8 0	
„ Donation to College of Commerce	1000 0 0	
„ Commission on advertisements	687 4 8	
„ Stationary	202 13 6	
„ Addresses to the incoming and departing Viceroys	484 8 0	
„ Carriage hire and law charges	94 2 4	
„ Furniture	104 4 0	
„ Loss on realization of one Port Trust Bond	77 8 0	
		12303 13 5
„ Balance carried forward.		
4 per cent. Port Trust Bonds at costs	2025 0 0	
„ Cash with the Bank of India, Ltd.	1022 12 1	
„ Cash with Indian Specie Bank in Liquidation	3 10 11	
„ Cash on hand	145 9 5	
		3197 0 5
	Total Rs.	15505 13 10

I have examined the above account of Income and Expenditure with the books and vouchers of the Indian Merchants' Chamber and Bureau, and certify the same to be correct.

A. E. CAMA, A. C. A.,
Chartered Accountant.

Bombay, 4th September 1916.

INCOME.

				Amount.			Amo	
				Rs.	a.	p.	Rs.	a.
By	Balance brought forward			3680	3	10		
„	Admission Fees							
	21 New members at Rs. 50 each	Rs.	1050 0 0					
	Less fees outstanding	„	50 0 0					
				1000	0	0		
„	Outstanding Admission fees realised...			50	0	0		
„	Membership Subscriptions.							
	230 Town members at Rs. 30 each	Rs.	6900 0 0					
	6 Associations at Rs. 100 each	„	600 0 0					
	6 Upcountry members at Rs. 5 each	„	30 0 0					
		Tota	Rs. 7530 0 0					
	Less Subscription outstanding	Rs.	155 0 0					
				7375	0	0		
	Outstanding membership subscription realised			125	0	0		
„	Subscription to the Journal			901	12	6		
„	Advertisements			2211	12	9		
„	Interest on Port Trust Bonds and current account			145	8	9		
	Sale of magazines			16	8	0		
				15505	13	10		

J. K. MEHTA,
Secretary.

D. E. WACHA,
Chairman.

APPENDIX A.

List of Magazines and Papers received by the Chamber during the year under Report.

The Gazette of India.
„ Bombay Government Gazette.
„ Indian Trade Journal.
„ Board of Trade Journal.
„ Bankers' Magazine.
„ Economist.
„ Statist.
„ Investors' Review.
„ Nation.
„ Capital.
„ Times of India.
„ Commerce and Finance.
„ Commerce.
„ Bulletin of Agricultural Statistics.
„ London Chamber of Commerce Journal.
„ Birmingham Chamber of Commerce Journal.
„ Liverpool Chamber of Commerce Journal.
„ Manchester Chamber of Commerce Journal.
„ System.
„ Review of Reviews.
„ American Review of Reviews.
„ Bulletin of Agricultural Intelligence.
„ Bulletin of Economic and Social Intelligence.
„ Modern Review.
„ Indian Journal of Economics (Quarterly).
„ Bombay Samachar.
„ Hindustan.
„ Rangoon Samachar.

The Gujrati.
„ Paisa Akhbar.
„ Vasant.
„ Buddhi Prakash.
„ Gnan Sudha.
„ Vaidya Kalpataru.
„ Kheti Vignan.
„ Shetki Ani Shelkari.
„ Masik Mitra.
„ Sundari Subodh.
„ Sahitya.

APPENDIX B.

All Government publications are supplied free to the Chamber.

APPENDIX C.

Percentage of fat in Sweetened Condensed Milk.

No. 8763 of 1915.

Revenue Department.

Bombay Castle, 17th August 1915.

From

J. A. POPE, ESQ., I. C. S.

Acting Under Secretary to the Government

To of Bombay.

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

SIR,

I am directed to forward, for the information of the Chamber, a copy of the letter from the Government of India, No. 11429-11432-35, dated 14th July 1915, and of its accompaniments, on the question of calculating the percentage of fat in sweetened condensed milks imported into India and to request you to favour this Government with the views of your Chamber on the proposal contained in the letter of the Government of India.

I have the honor to be,

Sir,

Your most obedient servant,

J. A. POPE,

Acting Under Secretary to Government.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Customs.)

No. 11429—11432-35, dated 14th July 1915.

To—The Chief Secretary to the Government of Bombay,

Revenue Department.

SIR,

I am directed to refer to the correspondence ending with the letter from this Department, No. 1478—1481-35,* dated the 18th February 1915, regarding the classification of condensed milks imported into India.

2. In paragraph 2 of the letter quoted above, instructions were given that all tins of condensed milk which contained less than 9 per cent. of fat should in future be marked "prepared from skimmed milk" and that, in the case of sweetened milks, the fat percentage should be calculated on the actual milk constituents of the product. It has now been urged, for the reason explained in the enclosed copy of correspondence, that the percentage of fat in sweetened condensed milk should be calculated on the whole product, as in the case of unsweetened milk, and not merely on the actual milk constituents of the product.

* 1. Letter No. 1240, dated the 12th May 1915, from the Chemical Analyser to the Government of Bombay to the Assistant Collector of Customs, Bombay.

2. Letter No. 874, dated the 9th June 1915, from the Chemical Examiner for Customs and Excise, Bengal, to the Collector of Customs, Calcutta.

* Printed in the preamble of Government Order No. 3087, dated 13th March 1915.

3. Before the Government of India proceed to consider the amendment of the orders issued on the subject, they would be glad to have the views of the Chambers of Commerce and the Local Governments. I am accordingly to request that, with the permission of His Excellency the Governor in Council, the Chambers of Commerce may be consulted and their views forwarded to the Government of India, together with the opinion of the Local Government on the proposal.

I have, etc.,

I. D. ELLIOT,

For Under Secretary to the Government of India.

No. 1240, dated 12th May 1915.

To—The Assistant Collector of Customs,

Prince's Dock, Bombay.

SIR,

In continuation of my No. 911 of 1915, dated 13th April 1915, and in consequence of some analysis carried out in my laboratory, I have the honour to report that I am of opinion that it is an error to calculate the fat contents of a sweetened condensed milk from the whole contents less the percentage of sugar that has been added.

2. Recent samples analysed for you and calculated on this basis give 18 per cent. and 21 per cent. of fat, respectively, which is absurdly high.

3. The same samples calculated on the whole contents of the tin give 11·2 per cent. and 12·4 per cent., which is what one would expect.

4. Two samples, sweetened, and unsweetened, of the same brand (bear) give 12·12 and 11·61 per cent. fat when

calculated on the whole tin, and are evidently practically identical milks: if, however, the calculation is based on the contents less the percentage of sugar, they work out at 22·7 per cent. as against 11·61 per cent., a manifestly unfair advantage in favour of the sweetened sample.

'5. The explanation of the source of error is to my mind simple. The difference between a sweetened and unsweetened sample merely being that the sugar in the former takes the place of the water in the latter. To make this quite clear imagine a tin of unsweetened condensed milk divided into two equal parts, one being made up to the original bulk with syrup and the other with water. Both would contain the same fat contents calculated on the whole contents of the tin and disregarding the nature or the diluent. If, however, the sugar in the syrup has first to be subtracted, the sweetened sample would at once shew a higher percentage of fat than the other.

I have, etc.,

W. H. DICKINSON, Major, I.M.S.,
Chemical Analyser to Government.

No. 874, dated 9th June 1915.

To—The Collector of Customs, Calcutta.

SIR,

With reference to letter S. R. No. 3103, dated the 5th instant, from the Collector of Customs, Bombay, regarding the method of distinguishing between skimmed and unskimmed condensed milk authorised by the Government of India in their No. 1476—1481-35,* dated the 18th February 1915, I have the honour to state that I entirely

* Printed in the preamble of Government Order No. 3987, dated 13th March 1916.

agree with the views expressed by the Chemical Analyser to the Government of Bombay in his letter No. 1240, dated the 12th May 1915. The percentage of fat in sweetened condensed milk should be calculated on the whole product (just as in the case of unsweetened milk) and not on the actual milk constituents of the product merely.

2. In paragraphs 4, 5 and 6 of my note (No. 1179, dated the 20th July 1914) on this subject which it appears the Government of Bengal forwarded to the Government of India, it was explained that in the manufacture of both unsweetened and sweetened condensed, three parts by weight of milk are boiled down to one part by weight, but in the case of sweetened condensed milk a certain further quantity of water is expelled and replaced by an equivalent weight of cane sugar. To take a numerical example, and agreeing that cow's milk contains 3 per cent. fat and 12 per cent. of total milk solids that is, 9 per cent. of solids other than fat:—

Then 300 ozs. of cow's milk—

	Ozs.	Ozs.
Butter fat	3 × 3 = 9	
Solids other than fat	9 × 3 = 27	Total 300
Water	88 × 3 = 264	

(*a*) To convert the 300 ozs. into unsweetened condensed milk, 200 ozs. of water are evaporated, leaving 100 ozs. of product, (*b*) for conversion into sweetened condensed milk, 240 ozs. of water are evaporated, but the weight is restored by adding 40 ozs of cane sugar.

The two products are thus :—

		A *Unsweetened Condensed Milk:*	B *Sweetened Condensed Milk.*	
		Ozs.	Ozs.	
1.	Butter fat	9	9	Total milk solids 36 ozs.
2.	Milk solids other than fat	27	27	
3.	Water	64	24	
4.	Cane sugar		40	
	Total ...	100	100	

3. The two products only differ in items 3 and 4 in which 40 ozs. of water are replaced by cane sugar and the percentage of fat in both products is 9 in 100 or 9 per cent. If, however as under the regulation the fat in B is to be calculated on the actual milk constituent, *viz.*, 9 ozs. on (9 × 27 =) 36 ozs., the percentage becomes 25 per cent. The figure 9 per cent. can only be arrived at by calculating the fat as a percentage of the whole product.

4. It follows that a condensed *skim* milk might claim to be admitted under the regulation as now worded. For example, suppose 6 ozs. of butter fat (*i. e.*, two-thirds of the whole) were removed leaving the following :—

	Ozs.	
Butter fat	3	Total milk solids 30 ozs.
Milk solids other than fat	27	
Water	30	
Cane Sugar	40	
Total ...	100	

Then the fat calculated on the milk constituents is 3 in 30 = 10 per cent. In practice, no doubt, the Chemical Examiner, finding this abnormal relation between the fat and the solids other than fat, would condemn the product as being other than "milk," but the regulation in its present form must, I think, puzzle the manufacturers. In paragraph 14 (*a*) of my note under reference it was expressed as "a minimum proportion of 9 per cent. of milk fat in the product should be required for both sweetened and unsweetened (condensed) milks." In the present ruling the whole clause "and in the case of sweetened milks the fat percentage should be calculated on the actual milk constituents of the product" might with advantage be deleted.

I should observe that the regulation comes before me for the first time in connection with this present reference.

I have, etc.,

R. L. JENKS,

Chemical Examiner for Customs and Excise.

19, Bank Street:
Old Telephone Buildings.
7th October 1915.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

J. A. POPE, ESQ., I. C. S.,

Acting Under Secretary to Government,

Revenue Department.

BOMBAY.

SIR,

In reply to your letter of the 17th August 1915 No. 8763 of 915 I am directed by my Committee to inform you that they agree with the views of Major Dickinson and Mr. Jenks that the percentage of fat in sweetened condensed milks imported into India should be calculated on the whole product and not merely on the actual milk constituents of the product.

I beg to remain,
Sir,
Your most obedient servant,
J. K. MEHTA,
Secretary.

APPENDIX D.

Use of Hindu Mythological Pictures for Stamps, Tickets, Labels, etc.

From

THE MARWARI CHAMBER OF COMMERCE,
No. 203 Harrison Road,
Calcutta 18th September 1915.

To,

THE SECRETARY,
Indian Merchants' Chamber and Bureau.
BOMBAY.

Dear Sir,

In forwarding herewith copy of a Resolution passed at a meeting of this Chamber on the question of the use of

the Hindu Mythological pictures as design for stamps tickets, labels, etc., for imported goods, I am to express the earnest hope of this Chamber that your Chamber and Bureau will see the desirability of bringing the practice to an end and be pleased to take necessary action for the purpose.

Yours faithfully,

GANAPUTRAY J. CHEMBER,

Hony. Secretary.

WHEREAS the practice of using the practical representations of Hindu gods and goddesses as design for stamps, tickets and labels on boxes, packages and pieces of various kinds of goods and articles of merchandise imported into India from foreign countries as also for wall calendars and other kinds of advertisements to push on the sale of such goods and articles of merchandise has become very common

AND WHEREAS the practice necessarily leads, as this Chamber has noticed with regret, to those pictures of the gods and goddesses, whose images form the objects of worship in Hindu homes and temples, being thrown away in the streets, trampled under foot and otherwise irreverently dealt with or disposed of in contravention of and contrary to the doctrines of the Hindu religion which cannot but hurt the religious feelings of the Hindus,

IT IS HEREBY RESOLVED that both the European and Indian Importing houses be and hereby are requested through the different Chambers of Commerce to gradually reduce the use of the standard stamps, tickets and labels

of this kind with a view to their ultimate abandonment and to give up the adoption of Hindu mythological pictures or any other religious subjects as new designs for stamps, tickets, labels, wall calendars or other kinds of trade advertisements from the next year.

2. It is further resolved that a copy of the above resolution be forwarded to the Bengal, Bombay, Karachi, Madras, Rangoon and other Chambers of Commerce with an expression of the earnest hope of this Chamber that they will see the desirability of putting an end to the practice referred to in the above resolution and exert their influence to bring about its discontinuance.

19, Bank Street,
Old Telephone Buildings,
BOMBAY, 7th October, 1915.

To,

THE HON. SECRETARY,
The Marwari Chamber of Commerce,
203, Harrison Road,
CALCUTTA.

Dear Sir,

With reference to your letter of the 18th September 1915, I am directed by my Committee to inform you that they sympathise with your movement for putting a stop to the practice of using the pictorial representations of Hindu Gods and Goddesses as design for stamps, tickets and labels of boxes, packages and pieces of various kinds of goods and articles of merchandise imported into India from foreign countries etc. They also are of opinion that such a practice should be put a stop to everywhere as it is found in exis-

tence even in this country, as in tickets and labels for indigenous goods.

Yours faithfully,

J. K. MEHTA,

Secretary.

No. 48.

Baroda Chamber of Commerce Office.

Baroda, 17th December 1915.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau.

DEAR SIR,

With reference to the Resolution No. 2 passed by your Committee and prescribed as extract in the proceeding for the months of October and November last in connection with the use of Hindu Mythological pictures for stamps tickets labels etc. I have the honour to inform you that the Managing Committee of the Baroda Chamber of Commerce has approved and confirmed this Resolution.

Yours faithfully,

MANEKLAL H. SHAH,

Secretary,

Baroda Chamber of Commerce.

APPENDIX E.

Palli and Furra Controversy.

25th October 1915.

From,

THE SECRETARY,
The Indian Merchants' Chamber & Bureau,
BOMBAY.

To,

J. L. RIEU, ESQ., I. C. S.,
Secretary to Government,
General Department,
BOMBAY.

Sir,

The attention of the Committee of this Chamber is drawn to the controversey going on in this city regarding the question of palli and furra.

2. It appears that before the year 1890 the Police Commissioner was in charge of the work of verification of weights and measures in Bombay and the standard furra kept by him for verification was of 16 pallies. In the year 1890 the duty of verification of weights and measures was transferred to the Municipal Commissioner for the City of Bombay (Section 418 of the Bombay Municipal Act) who got standard furras prepared by the Mint Master, Bombay, these furras being of 16 pallis. A complaint having arisen with regard to this, Mr. Acworth, the then Municipal Commissioner, directed the Market Superintendent to have a standard furra of 17 pallis prepared and issued a notification that only this larger measure was the standard one. This

however, it seems, remained inoperative except in so far as it was used by wholesale merchants in their dealings with retail traders for individual purchase of not less than 2½ candies. As to how this 17 palli furra came into use is explained as follows. It appears that some years ago when the grain imported from Abusir and other places in rabia or on the Persian Gulf contained a large quantity of earth and foreign matters when the grain consigned from up-country places in India also contained a good percentage of foreign matter, the retail dealers represented to the wholesale merchants that they were put to a loss and requested them to give some rebate or other commission. This concession was given in the form of an additional palli.

3 Recently however wholesale dealers have discontinued the use of the 17 palli furra.

4. The matter was accentuated by the issue of a notice by Mr. M. B. Clayton, the then Municipal Commissioner, in June 1914 that the standard furra was the 17 palli furra and no other. On the 18th January 1915 the Municipal Commissioner issued a notice warning all persons concerned that the Police were empowered to enter any shop or premises and seize furra measures which did not correspond with 17 palli furra.

5. Recently, perhaps to avoid any legal responsibilities both the wholesale and retail dealers have introduced their own measures styled, ' 16 pallis measure ' and "mapli" respectively, which has created naturally not a little of inconvenience and confusion in the public.

6. In order to avoid all such confusion in future and specially in view of the proposed uniformity of weights and measures in this country, my Committee beg to suggest that Government will be pleased to prohibit the use of any but authorized weights and measures and that the furra should be considered to be of 16 pallis.

No. 8706.

General Department.

Bombay Castle, 12th November, 1915.

From

J. L. RIEU, ESQ., I. C. S.,

Secretary to Government;

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

With reference to your letter, dated the 25th ultimo, regarding the grain measures in use in Bombay City, I am directed to state that the Weights and Measures Committee appointed by the Government of India, whose report has recently been published, have recommended the adoption throughout India of a prescribed scale of weights and measures and the prohibition of the use of any weights and measures differing from the prescribed ones. The Government of India have invited the opinions of the local Government on the recommendations of the Committee, and the report has accordingly been referred to the more important local bodies and mercantile and industrial associations of the Presidency for an expression of their views. Having regard to the fact that the whole question is at present under consideration with a view to legislation for the whole of India, the Government of Bombay are not prepared to take action in the direction suggested in the concluding paragraph of your letter. Such action,

it may be pointed out, could not be taken without the introduction of special legislation.

I have the honour to be.

Sir,

Your most obedient servant,

J. L. RIEU,

Secretary to Government.

APPENDIX F.

Weights and Measures.

No. 6295.

General Department,

Bombay Castle, 14th August, 1915.

From

J. L. RIEU, ESQ., I. C. S.,

Secretary to Government.

To

The Secretary, Indian Merchants' Chamber aud Bureau,

BOMBAY.

Sir,

I am directed to forward herewith a copy of the Report of the Committee appointed by the Government of India to inquire into the question of the feasibility of securing the use of uniform weights and measures in India and to request that the Bombay Government may be favoured, with

any remarks which your Chamber and Bureau may have to offer on the recommendations contained in the Report.

2. I am to request that the reply to this reference may be sent not later than the 31st October 1915.

I have the honour to be,

Sir,

Your most obedient servant,

J. L. RIEU,

Secretary to Government

25th October 1915.

From

The Secretary,

The Indian Merchants' Chamber & Bureau,

BOMBAY.

To

J. L. RIEU, ESQ., I. C. S,

Secretary to Government,

General Department,

BOMBAY.

Sir,

By direction of the Committee of this Chamber, I beg to submit the following observations regarding the Report of the Weights and Measures Committee sent along with your letter of the 14th August 1915, No. 6295.

2. My Committee note with pleasure that the Weights and Measures Committee have recommended that the uniform system of weights to be adopted in India must be one based on the 180 grain tola, i. e., that the system known as the Indian or Bengal Railway system should be accepted for purposes of uniformity. This system has been to a large extent familiar to the Indian

public and there will not be many difficulties in the way of success if it is gradually and systematically introduced.

3. Regarding measures of length, area, capacity, dry and liquid and cubic content, my Committee generally approve of the recommendations of the Weights and Measures Committee, and beg to suggest, regarding measures of capacity (dry) that the striking rollers should be officially stamped.

4. It has been recommended by the Weights and Measures Committee that the firms or shopkeepers desiring to use British weights should be required to take out a licence. My Committee are of opinion that a licence in such a case is scarcely wanted, as it is likely to lead to unnecessary trouble, rather than to do any good. Instead they would respectfully suggest that the British weights should be stamped so as to indicate their equivalents in tolas.

5. With regard to the measures to be adopted for the introduction of an uniform system of weights and measures, Government are already in possession of the views of my Committee as expressed before the Weights and Measures Committee. My Committee have noted these measures as given in the Report and generally approve of the same.

6. With regard to the Inspecting Staff my Committee agree with Mr. Rustamji in his opposition to the employment of the Police under any condition. The duty should be entrusted to Municipal and local boards.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX G.

An Indian Loan.

KARACHI, 28th September 1915.

To

The Secretary,

The Indian Merchants' Chamber & Bureau,

BOMBAY.

Dear Sir,

I beg to send you herewith, for the consideration of your Committee, a copy of a preliminary article which I have contributed to the *Times of India* and other leading newspapers in India, advocating the raising by the peoples of India of an Indian National War Loan of £ 20 to £ 25 millions.

Compared with the vast financial efforts being made by Great Britain, the Self-Governing Dominions and the Allies to crush the outbreak of predatory savagery now threatening all civilisation, India does not appear to me to be helping financially nearly as much as she might, and as her very great resources would permit.

I cannot help feeling that the "hidden hoards" of India idea has been very greatly exaggerated. Even were it not so, it is hardly expedient to assert more or less threateningly, as some newspapers at home have done that these hoards ought now to be unearthed to assist the Empire, and that their timid and ignorant possessors should be actively urged by Government and others to invest them in an English War Loan to be expended *outside of India.* This seems to me open to all kinds of misconstructions and very damaging criticism.

On the other hand, to allow Great Britain to *pay* India, at such a time as this, for the troops from India now

being employed in fighting India's battles over the seas (for India is as closely concerned as anybody) would not, I think, be in accordance with India's best feelings or with India's true position in the Empire. Indeed, it would be almost as though India's troops were being engaged as mere mercenaries—a state of affairs that would I believe be very repellant alike to British and Indian feelings.

The right thing to do seems to be for the peoples of India to raise their own War Loan, just as the Over-Sea Dominions have done, for *expenditure in India*, thus relieving Great Britain of a small portion of its colossal financial burden, and at the same time safeguarding India's foreign exchanges.

How much could be raised is a question. It is no use putting the figure too low. If the whole of the well-to-do classes in this country could be brought to see the necessity of economy and self-sacrifice, the contribution of ten per cent. of their monthly incomes towards an Indian National Five Per Cent. War Loan would not be an impossibility. It is not impossible that the offer by Government of this rate of interest might conceivably be the beginning of a far wider cultivation and growth of the banking and investing habit in India than we have yet seen. This in itself would be a great advantage to India.

I hardly expect that the Presidency Bankers and other holders of the last $4\frac{1}{2}$ per cent. Rupee Loan will respond very heartily to this suggestion of a Five Per Cent. War Loan! Be this as it may, this is a time of grave national crisis when every conceivable effort must be made to strengthen Government. Hence this suggestion of an Indian National War Loan.

If your Committee could see their way to express a general approval—no matter how guarded its terms—of

the broad idea outlined in this letter, and the enclosed article and could, at the same time, circulate the correspondence amongst those who are most closely interested, I should be very grateful.

It will be time to consider what next step to take when news has been received of the reception which the idea contained in this letter, has met with in other parts of India.

Thanking you in advance for your kind consideration.

I beg to remain,
Dear Sir,
Yours faithfully,
M. De'P. WEBB.

ADVANCE, INDIA!

MONEY POWER AS WELL AS MAN POWER.

BY M. DE P. WEBB, C. I. E.

(*Author of "India and The Empire," &c.*)

That Money is Power is now everywhere admitted not of course, the only Power, or the greatest Power, but still POWER of a most remarkable, far-reaching and if properly applied, throughly effective kind.

Whence money derives its power, it is not necessary now to enquire. Suffice to say that whether it be the case of the poor labourer procuring a handful of food by the aid of a few paltry pice, or the City Croesus commanding the cutting of a Panama Canal by scribbling his signature at the foot of a few cheques, the power is there. And the whole world recognises it.

Of all countries, Great Britain stands out easily first as the nation who has exhibited the greatest ability in fashioning this marvellous tool, and, by its aid in building up the most extensive powerful and liberty-loving Empire that the world has yet seen. In the past, England's money power has been beneficently employed all the world over both in peace and war. At the present day it is still being so employed. In the conduct of a most terrible war against an unparalleled outbreak of barbarism and savagery by the peoples of Central Europe, Great Britain is at this moment using the equivalent of between four and five crores of rupees of money power *a day*! The figure almost takes one's breath away.

It is not to be supposed that the employment of money-tools in these vast volumes can be very long continued without imposing a great strain upon the peoples of the United Kingdom. Several of the over-sea Divisions of the Empire recognising this fact, have come forward not only with men in tens of thousands, but also with Money-Power in millions sterling. True, in most cases this money has had to be borrowed, in the first instance, from the Mother Land, but it is the intention of the Self-Governing Dominions ultimately to make these contributions from their own resources. This is an example well worth the consideration of India. Why should not this great country employ some of its own Money-Power, just as it has given of its finest Man-Power, to aid in crushing once and for ever the present outburst of savagery and barbarism that is threatening all civilisation?

A truly Indian National War Loan would be a fitting supplement to the magnificent deeds of valour performed by India's military heroes; and would moreover place this country on a complete equality in these matters with Canada, Australia, South Africa, New Zealand and other

over-sea portions of the Empire in the great world-war for the defence and protection of civilisation. The Secretary of State for India has told us that the cost of the Indian Expeditionary Forces employed outside India will be borne by the United Kingdom. But why? India claims to be an active partner in the present fight for the defence of freedom, justice, individuality, and self-government for all. Why, then, should not India be allowed to collect from her peoples and employ such Money-Power as she can put forth

Has India any Money-Power worth talking about in this connection? The question can be very easily answered. A country that maintains a greater population and enjoys a greater total trade than the populations and trade of all the Self-Governing Dominions put together, can hardly fail to produce more Money-Power than all the said Dominions combined. That this fact has not hitherto been practically demonstrated does not mean that it is incapable of demonstration. India's Money Tools though not so efficient in the present emergency as they would be if gold had been permitted to enter more freely into their composition and reserves, are nevertheless both powerful and effective. Granted a little time for the necessary preparations and mobilisation, and India's battalions of Money-Power will be found to be of a formidable character and a valuable addition to the forces accumulated in other parts of the Empire.

Some idea of the volume of monetary tools placed in the hands of the peoples of India in the course of every twelve months may be formed by recalling the figures of population—over 300,000,000 and the average annual earnings per head, which have been officially estimated at approximately Rs. 30. This works out of a yearly earning of over £600,000,000. As two-thirds of the population are poor people engaged in agriculture and pastoral pursuits

we may assume that no very substantial savings are possible on £400,000,000 of this income. The balance of £200,000,000 represents the income of the well-to-do classes and may be divided about equally between the urban and the rural population. (The figure corresponds roughly with that which can be deduced from the income-tax and land revenue returns). At least ten per cent. of this £200,000,000 should be available for investment in an Indian National War Loan. Indeed, if a reasonably long period be given for the raising of the Loan, and if contributions from accumulations of money tools already in existence also be secured, it should not be impossible to raise a loan of £25,000,000. Such an assemblage of Indian Money Power would be most impressive and useful in the present world crisis.

In raising an Indian National War Loan attention would have to be given to current Indian conditions and expectations. That strange quality of business acumen on the part of Government which finds expression in regrets at the insufficiency of Indian capital for Indian developments and at the same time limits the volume of capital offered to Government by the establishment of rates of interest below those everywhere current in India and regularly paid by other Over-Sea Divisions of the Empire, must no longer be allowed to block the way. Five per cent. per annum free of income-tax might now be offered; and a far greater use than hitherto of private agencies, both Indian and European, be made. Every District Treasury and every Post and Telegraph Office would need to be summoned to help. A judicious but extensive use of the advertisement columns of the Press – a matter wherein the Government of India have been singularly backward in the past,—would also have to be made. In short, the Indian National War Loan would need to be introduced

in such a way as to win the confidence not only of India's ablest political and financial leaders, but also of the most timid, backward and ignorant of investors in both town and country.

The employment of India's twenty-five millions sterling of Money Power would need the most careful consideration so as to avoid as far as possible all disturbance with India's foreign exchanges. The balance of trade is ordinarily very much in India's favour, but the spending of £25,000,000 *outside* India would if suddenly attempted turn the balance temporarily against India and thus diminish the purchasing power of the rupee so far as sovereigns are concerned. The best way, admittedly a counsel of perfection, would be to employ all this Money Power *in India* for the local purchase of ammunition, food, clothing and all kinds of materials of war for the use of India's Soldiers in Africa, Mesopotamia, Turkey and France, etc. The export of these materials whilst directly benefitting Indian trades, manufacturers and agriculturists, would at the same time tend to strengthen the foreign exchanges by reducing the necessity for external expenditure. In this way a double good might be done at a single stroke.

And the payment to India's investors of the interest on Indian National War Loan? This would need the provision of an additional £1,000,000 a year or more in the Indian Budget. This sum could probably best be obtained by an all-round increase of import duties. Such an increase would tend to stimulate the growth of Indian industries and this, in itself, would be a not inappropriate return for those Indian patriots who had come forward with their surplus capital to aid in the mobilisation of India's War Supply of Money Power.

That the well-to-do classes of India who for one reason or another are unable to take an active part in the actual

fighting at the front, can nevertheless contribute very materially towards the carrying of our arms to victory by the mobilisation and employment of India's Money Power, is beyond question. That action in this direction has not already been taken is explained by the novel and amazing character of the world-crisis which has not yet been fully understood and appreciated in India. The Government of India, no doubt very rightly and generously have endeavoured to spare and shield this country as far as possible from the horrors and sufferings of war. There is an element of danger, however, in this policy in that a long continuation of the *pax-Britannica* tends to deaden the people's appreciation of the blessings of peace. A nation who aspire to stand in the forefront of the Empire's Divisions and of the great States of the World, must understand fully the meaning of War as well as of Peace, and must be prepared to make any and all sacrifices to check the one in the interest of the other. This, some few of the more martial races of India have already had an opportunity of doing; and most gloriously have they performed their duty. It now remains for those in safety in their homes in India, to do their share of the national work, just as the peoples of the Self-Governing Dominions are doing, by coming forward and mobilising the nation's Money-Power. There need be no fear of the Empire not appreciating this form of contribution. If Great Britain has welcomed the efforts of New Zealand, of South Africa, of Australia and of Canada (whose combined wealth does not equal that of all India), she will assuredly doubly welcome the entrance of this country into the important arena of Money Power.

Here then, is an idea. It is for the leaders of India in the political and financial worlds to fill in the sketch in all its details. That the scheme would benefit the peoples of

India in many ways is obvious. That it would assist the Empire and its Allies in the present struggle to check the flood of barbarism now overflowing the confines of Germany and her vassals is also beyond question. Thus, what would benefit India, would also benefit the Empire. And what benefits the Empire at the same time benefits the whole world in the development of justice, freedom, and humanity.

M. DE P. WEBB.

Karachi, 20th September 1915.

19, Bank Street,
Old Telephone Buildings,
24th November 1915.

From

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

To

THE HON. MR. M. DE P. WEBB, C. I. E.,
KARACHI.

Dear Sir,

My Committee have desired me to acknowledge the receipt of your letter of the 28th September 1915 with thanks. They have carefully considered your letter and regret they are not able to share the views you have propounded in your letter. At the same time they appreciate the spirit which has prompted you. The Committee are of opinion that India has done very well on the whole compatible with her resources.

Yours faithfully,
J. K. MEHTA,
Secretary.

APPENDIX H.

No. 2036-9-T of 1915.

Bombay 12th November 1915.

The SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Dear Sir,

I am directed to inform you that the annual meeting with the Director General of Commercial Intelligence and the Collector of Customs, for the purpose of fixing tariff valuations for the ensuing year, will be held in the rooms of this Chamber on Wednesday, the 24th instant at 4 p. m.

My Committee will be pleased if your Chamber will nominate one or more of its representatives to attend this meeting and I am to request that the names of your Chamber's nominees may be communicated to me as soon as possible.

Yours faithfully,

R. E. GEORGE-PEARSE,

Secretary.

R. S. R. No. 5534 of 1915.

From

P. ECCLES, ESQ., B. A., I. C. S.,
Offg. Collector of Customs,
BOMBAY.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
77-79, Apollo Street,
BOMBAY.

Bombay Custom House:
13th November 1915.

SIR,

In December 1913 the Bombay Chamber of Commerce made certain proposals regarding the revision of the procedure at present followed in the fixation of values of articles in Schedule IV of the Import Tariff. The suggestions made by the Chamber of Commerce, Bombay, were that the rates proposed by the Government of India should be communicated to the Chambers of Commerce a month before the annual Conference; and that the views of importing merchants at the different ports should be obtained and circulated in cases where the proposed rates were not immediately accepted, so that the commercial bodies might be able to make a concerted representation of their opinions. The Government of India have given their careful consideration to these suggestions and though not finding it practicable to adopt the proposal in its entirety, have decided to introduce the following procedure, which will, they believe, meet the convenience of the commercial bodies and allow a more extended and complete examination of the proposed rates.

2. The revision of the tariff will, as has been the case since 1911, be based, so far as it rests on a retrospect of prices, on the average of market prices reported monthly by the Collectors of Customs for the full twelve months, October to September, preceding. The Collectors of Customs at the principal ports will submit their proposals for revised valuations to the Director General of Commercial Intelligence in time to reach him not later than 31st October. The Conference of Appraisers will then be held in Calcutta about the 8th or 9th November and a copy of the provisional rates as fixed at the Conference will be sent to the Bengal and Bombay Chambers of Commerce about the 12th or 13th November. At the same time a copy will also be sent to the Collectors of Customs at Madras, Rangoon and Karachi who will communicate the proposed valuations to the local Chambers of Commerce and forward the views of the latter with their own remarks to the Director General of Commercial Intelligence i time to reach him not later than the 8th December. The Director General will proceed to Bombay and discuss the proposals with the Collector of Customs and the Bombay Chamber of Commerce during the fourth week of November, as at present. The Government of India consider that the Director General of Commercial Intelligence should also be in possession of the views of the Indian Merchants' Chamber and Bureau, Bombay. They wish that if possible it should be arranged that one or more representatives of the Indian Merchants' Chamber and Bureau should also be invited to attend the Conference. The valuations finally determined after the Conference with the Bengal Chamber of Commerce will be submitted to the Government of India in time to reach them not later than the 17th December and the revised schedule as approved by the Government of India will be published by the third week of December and will come into force from the 1st January.

3. It will be observed that the Bombay Chamber will thus have had at least ten days more in which to examine the proposals than is now the case. The arrangements now sanctioned contain a further improvement, *viz.*, the consultation of other local Chambers of Commerce. In the short time in which the work must be completed, it is not possible for the Director General of Commercial Intelligence to visit all the chief ports and discuss the proposals personally with the various Chambers of Commerce, but he will give full weight to the views as forwarded to him through the Collectors of Customs.

I have the honour to be,
Sir,
Your most obedient servant,
P. ECCLES,
Offg. Collector of Customs.

R. S. R. No. 5513 of 1915.

From

P. ECCLES, ESQ., B. A., I. C. S.,
Offg. Collector of Customs,
BOMBAY.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

Bombay Customs House,
15th November 1915.

SIR,

With reference to paragraph 2 of this office letter R. S. R. No. 5534, dated the 13th November 1915, I have

the honour to forward herewith, for the information of the members of your Chamber and Bureau, a copy of the provisional rates as fixed at the Calcutta Conference of Appraisers held on the 9th November. The Secretary, Chamber of Commerce, Bombay, has informed me that he has invited a representative of your Chamber and Bureau as desired by the Government of India, to attend the annual meeting regardiag tariff revision which will be held on Wednesday, the 24th current at 4 P. M. in the room of the Chamber.

I have the honor to be,
Sir,
Your most obedient servant,
P. ECCLES,
Offg. Collector of Customs.

17th November 1915.

From

THE SECRETARY,
The Indian Merchants' Chamber and Bureau.
BOMBAY.

To,

P, ECCLES, ESQ., B. A., I. C. S.,
Offg. Collector of Customs,
BOMBAY.

SIR,

With reference to your letters of the 13th and 15th instant, Nos. 5534 of 1915 and 5513 of 1915, I am directed

by the Committee of this Chamber to request you to convey their sense of thankfulness to Government for arranging for some representatives of this Chamber attending the Conference for the purpose of fixing Tariff Valuation for the ensuing year. They have nominated the following three gentlemen to represent this Chamber on that Conference.

1. The Hon'ble Mr. Manmohandas Ramji.
2. Mr. Purshottamdas Thakoredas.
3. Mr. Sorabjee Eduljee Warden.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

19, Bank Street:
Old Telephone Buildings.
22nd November 1915.

From

The Secretary,

The Indian Merchants' Chamber and Bureau,
BOMBAY.

To,

P. ECCLES, ESQ., B. A., I. C. S.,
Offg. Collector of Customs,
BOMBAY.

Sir,

In continuation of my letter of the 17th instant, I beg to inform you that my Committee have appointed

Mr. Naranji Haribhai in place of Mr. Sorabjee Eduljee Warden on the Tariff Valuation Conference to be held on Wednesday the 24th instant, as Mr. Warden is unable to attend the same.

I beg to remain,
Sir,
Your most obedient servant,
J. K. MEHTA,
Secretary.

APPENDIX J.

No. 1717.

Railway Rates.

From

The SECRETARY,
Indian Railway Conference Association,

To

The Secretary,
Indian Merchants' Chamber and Bureau,
BOMBAY.

Agra, 11th August 1915.

Dear Sir,

I am directed to forward for favour of an expression of the views of your Chamber, copies of the marginally noted correspondence between this office and the Railway Board regarding the proposed enhancement on certain railways of the authorized goods classification of a number of com-

I. R. C. A. letter No. 1443 dated 12th May 1915. Railway Board Letter No. 1006 T. dated 13th July 1915.

modities in which the traffic is comparatively speaking unimportant and which it is believed would bear a higher classification without prejudice to the trade.

2. It will be seen from the correspondence that the object in view in making the application to the Railway Board was to reduce the number of exceptions which at present complicate the General Classification.

3. Railways on their part had already gone as far as they reasonably could towards the removal of exceptions by agreeing to accept for a large number of items a lower class than was previously in force on many railways as will be seen from paragraphs 4 and 5 of the letter to the Railway Board.

4. It was therefore decided that application should be made for an enhancement in class of the majority of the remaining items shown as exceptions by different railways, the application to include only commodities in which the traffic was small, so that the interests of the public might not be adversely affected to any appreciable extent. This is brought out clearly in paragraph 6 of the letter to the Railway Board and I am to invite your special attention to the latter part of this paragraph.

5. It will be appreciated that the proposal has been made not with a view to any gain in earnings from the proposed enhancement but solely with the object of arriving at a greater simplification of the Goods Tariffs on Indian Railways and I am to express the hope that your Chamber will be able to support the proposals put forward and so assist the Conference Association in the attainment of this object.

6. I am to request the favour of an early reply to admit of the matter being disposed of, if possible, before

the meeting of the Conference Association at Simla next month. Members of the Goods Classification Committee would be glad to discuss the matter with representatives of your Chamber at any time and if the latter would care to meet them, will you kindly let me know what dates would be most convenient.

Yours faithfully,

C. V. BLISS.

Secretary.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(RAILWAY BOARD.)

No. 1006 T.

Simla, Dated the 13th July 1915.

To

The Secretary,

Indian Railway Conference Association.

Sir,

With reference to your letter No. 1443 dated the 12th May 1915, regarding the proposed enhancement of the classification of certain commodities in which the traffic is insignificant with a view to ensure uniformity of classification on Indian Railways generally, I am directed to state that before taking further action in the matter, the Railway Board will be glad if you will explain fully the situation and the object aimed at by the proposals to the various Chambers of Commerce and ascertain from them whether they have any objections to the proposed revision

and favour the Railway Board with the views of the Chambers on the subject.

I have the honour to be,
Sir,
Your most obedient servant,
(Sd.) A. T. STOWELL,
Assistant Secretary, Railway Board.

No. 1443.

From

The Secretary,
Indian Railway Conference Association,

To

The Secretary,
Railway Board,
Simla.

Agra, 12th May 1915.

Sir,

I am directed to address you on the subject of the simplification of the General Classification of Goods which, in the opinion of the Indian Railway Conference Association, has now reached a stage beyond which further progress is not possible without some modification of the orders issued by the Railway Board in their letter No. R. T. 1423 (Revised) dated the 13th October 1910. The circumstances which led to the issue of this letter and the subsequent action taken by the Association in the matter of obtaining a uniform Goods Classification for India are briefly summarised below.

2. The work of simplifying the Goods Tariffs of Indian Railways was commenced in 1905 when a Special Committee known as the "Tariff Simplification Committee" was appointed by the Indian Railway Conference Association to go fully into the matter. The work was delayed from various causes but in 1909 this Committee put forward a General Classification which, after receiving the approval of the Conference* and the Railway Board,† was introduced with effect from 1st July 1910. Subsequently, however, in December of the same year, the Railway Board revised their original sanction and in para. 11 of the revised letter, (bearing the same number and date as that first issued, *viz.*, 1423 R. T. of 13th October 1910), the following orders were laid down in regard to the maxima and minima proposed for different classes of goods :—

> "11. With regard to the maximum and minimum rates that may be charged to the public for each class under the new classification, the Railway Board are unable to accept the maxima and minima proposed for each class by the Indian Railway Conference Association, as to do so would be in many cases to raise the maximum rate that could be charged to a higher level than has been fixed in the past. It was never the intention of the Railway Board that uniformity of classification should be accompanied by a general rise in the maximum rates which railways are permitted to charge.
>
> In these circumstances the question of what maximum and minimum rates should be fixed for

* Res. 19 of 1909.

† Railway Board's telegram 852 R. T. dated 11th June 1910, and Railway Board's letter 1423 R. T. dated 13th October 1910.

each of the classes under the new classification must remain in abeyance until a satisfactory method can be devised for quoting a maximum and minimum rate for each class, which would not necessarily have the effect of making the maximum rate which might be charged higher than what was permissible under the old classification.

In the meantime, the maximum and minimum rates that may be charged by any railway for any commodity under the new classification must not exceed the maximum and minimum that was authorised for that railway for such commodity prior to the introduction of the new classification and subject to the conditions then in force."

3. These orders nullified to a great extent the work of the Committee, inasmuch as the large number of exceptions to the General Classification which it would have been necessary for such railway to notify, in order to comply with the third clause of the paragraph quoted, would have had the effect of making the Classification more complex than ever. A Special Meeting* of the Association was therefore held to consider the position and a deputation therefrom which waited on the Railway Board was informed by the President that the orders issued could not be modified and that it would be necessary to append the following note to the Schedule of maximum and minimum class rates proposed :—

"The maximum rate, which may be charged for any commodity under the above schedule of maximum and minimum rates for goods traffic now sanctioned, must not exceed the maximum rate permissible under the classification in force

* Calcutta Meeting of March 1911.

133674

for such commodity on the 30th June 1910 on.....
.....Railway.

it was therefore decided to revise the General Classification already issued in order that the number of exceptions involved by the Railway Board's orders might be kept to as low a figure as possible. With this end in view, the classification was re-examined by the Committee and on their recommendation a large number of commodities were reduced to a lower class; a course of action which was only rendered possible by railways who were entitled to retain the original classifications agreeing to waive their rights in the general interest.

4. The attached Statement, Annexure A, shows in column 3 that a reduction was made in the case of 329 commodities, a number which is indicative of the liberal spirit in which railways approached this question. The revised classification received the sanction of the Railway Board in their letter No. 1260—R. T. of the 28th August 1911 and was brought into force from the 1st September following, each railway issuing exception lists, where necessary, to comply with the Railway Board's orders that the classification on any railway should not exceed that in force on the 30th June 1910. These exception lists have received the Railway Board's sanction and are the lists at present in force, except that certain alterations have been made from time to time as necessitated by reductions in the General Classification.

5. Since the issue of the Classification in September 1911, continuous efforts have been made towards greater simplification and column 4 of Annexure A shews that since that date the class of 268 commodities has been reduced, making a total of 597 items since the issue of the first General Classification in July 1910.

6. At the Conference of 1912, the President, in his opening speech, made the following remarks regarding the work of the Goods Classification Committee :—

> "The work of the Goods Classification Committee, as you are aware, received a severe setback last year when the Railway Board intimated that they were unable to sanction the General Classification which had been drawn up by the Committee. During the current year railways have been engaged in drawing up, schedules of commodities which were on the 30th June 1910 in a lower class than that given in the General Classification. These schedules must necessarily hamper the work of simplification very greatly; in fact they would appear to make real simplification of the tariff impossible. The traffic in many of the articles included in these schedules is very small and seeing that railways in their desire to secure simplification have agreed in a number of cases to accept a lower classification than that previously in force, it is thought that the Railway Board might not unreasonably be asked to allow a higher classification in cases where the traffic is of little importance."

and last year the President spoke as follows on the same subject :—

> "As regards the work of the Goods Classification Committee the President in his opening speech last year referred to the difficulty the Committee was experiencing in their efforts to secure simplification owing principally to the lengthy exception lists necessitated by the orders of the Railway Board prohibiting a railway from charg-

ing a higher classification for any commodity than was in force on the 30th June 1910. In this connection Mr. McCloughin, the Chairman of this Committee, at their meeting held in January last submitted a statement showing that unformity of classification had only been secured in respect of 53 per cent. of the commodities included in the General Classification. This as a result of six years' work is somewhat disheartening. The Committee have since made further recommendations reducing the classification of a large number of other commodities in order to attain greater uniformity and these recommendations have been accepted by the majority of railways. It will, I am sure, be admitted that the Committee's proposals for reductions in the classification have been met in a generous spirit, but there is a limit beyond which we cannot be expected to go, and I think that limit has now been reached. If real simplification is to be secured some modification of the Railway Board's orders is necessary and in my opinion, Gentlemen, the time has now come for a representation to be made to that effect.

6. The question was discussed in Conference and the following resolution was passed :—

Resolution No. 64 of 1913.

That when the necessary statistics are ready, the Secretary be authorised to make a representation to the Railway Board in order to obtain exemption from the operation of the existing orders as to the classification in force on the 30th June 1910 of all commodities in which there is little or no traffic, or the development of the trade in which is not likely to be

retarded by the application of the General Classification, such representation to be drafted in consultation with the Goods Classification Committee and approved by the President.

In pursuance of this resolution, statistics have been obtained from railways (for the three months in which the traffic was heaviest) of commodities in which the traffic is unimportant and the classification of which it is believed, could be enhanced without opposition from the trade. These statistics are printed in Annexture B. Traffic has been considered to be unimportant if the freight value for the three months covered by the statistics was less than Rs. 500 though in a few instances traffic worth more has been included.

7. An examination of these statistics shows that the exceptions quoted by railways fall under one of the following heads :—

(*i*) Commodities for which a lower classification is quoted without conditions, *e.g.*,

	General Classification		Exception S. I. R.	
	R.R.	O.R.	R.R.	O.R.
Acid Sulphurous (solution) p.d.	X	5	3	2

(*ii*) Commodities for which a lower classification is quoted at Railway Risk no Owner's Risk rate being quoted, *e.g.*,

	General Classification		Exception A. B. R.	
	R.R.	O.R.	R.R.	O.R.
Absolute alcohol or ethyl alcohol p.d.	X	5	5	...

(*iii*) Commodities for which a lower classification is quoted at Owner's Risk, the General Classification applying at Railway Risk, *e.g.*,

	General Classification.		Exception K. S. R.	
	R.R.	O.R.	R.R.	O.R.
Acid, carbolic	4	3	4	2

(*iv*) Commodities for which the General Classification is in force but for which a lower classification is quoted under certain conditions of weight or distance for certain specified description of goods, *e.g.*

	General Classification.		Exception N. W. R.	
	R.R.	O.R.	R.R.	O.R.
Acid, citric	4	...	4	...
	...	...	...	2 D/601 B. B. & C. I.
Boilers, copper... ...	2	...	2	...
	...	...	...	1 W/81 B. N. (proper)
Bricks, terracotta ...	2	1	2	1 1 for country uncounted.

(*v*) Commodities for which an Owner's Risk rate is quoted when no such rate is quoted in the General Classification, *e.g.*,

	General Classification		Exception E. B. R.	
	R.R.	O.R.	R.R.	O.R.
Canes of other kinds	2	...	2	1

8. A large majority of the items fall under heads (*ii*) and (*iv*). With regard to those falling under head (*ii*), it will be observed that with a few exceptions the class quoted at railway risk is the same as the owner's risk class in the General Classification and the alteration proposed therefore would affect the risk at which the goods are carried only and would not involve any enhancement of rates except in the few instances where the exception quoted is lower than the owner's risk class in the General Classification.

9. As regards the items falling under (*iv*), it may be noted that the greater part of the traffic in these commodities is carried and charged under the General Classification and the alteration requested is merely the abolition of certain lower rates for traffic carried under special conditions.

10. In all cases the traffic is trifling and in many instances entirely negligible. The adoption of the General Classification would result in a material simplification of the tariff without, it is believed, causing any hardship to traders and I am therefore to ask that the Railway Board will accord their sanction to the necessary enhancement of the classification for the commodities shown in the statement. The Indian Railway Conference Association thinks it will be admitted that railways themselves have dealt with the question on a liberal spirit when requested to reduce their classification and I am therefore to express the hope that their present request will receive favourable consideration.

I have the honour to be,
Sir,
Your most obedient servant,
C. V. BLISS.
Secretary.

19, Bank Street,

Old Telephone Buildings,

1st September 1915.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE SECRETARY,

The Indian Railway Conference Association.

AGRA.

DEAR SIR,

With reference to your letter dated the 11th instant 1915, No. 1717, I beg to send hereby views of the Committee of this Chamber regarding the same.

2. My Committee approve of the object of a greater simplification of the Goods Tariffs on Indian Railways which has apparently inspired the communication of your Association to the Railway Board. It is proposed, as my Committee understand, to achieve the object by enhancing on certain Railways the authorized goods classification of a number of commodities in which the traffic is said to be 'comparatively speaking unimportant' and which, it is believed, would bear a higher classification without prejudice to the trade.' My Committee beg to point out that this same object can be achieved in another way and to suggest that instead of enhancing rates on all the commodities in question by bringing them in the

General classification list and charging them rates specified in the same, it should be arranged that the lowest rates charged by any Railway company in the Exception list should be fixed as rates in the General classification list for these commodities. This will give satisfactory facilities to trade as not only will low charges in vogue in some parts not be increased but higher charges prevailing in others will be lowered.

3. It is stated in your letter that "the proposal has been made not with a view to any gain in earnings from the proposed enhancement" but "solely with the object of arriving at a greater simplification of the Goods Tariffs on Indian Railways." If this is the object it may well be attained by accepting the suggestion given above. If no profit is hoped for, though the traffic being 'insignificant' there will be no appreciable loss also by the acceptance of the suggestion of my Committee.

4. In this connection, my Committee beg also to bring to the notice of your Association that there are several commodities the traffic of which, though 'insignificant' from the point of view of Railways, must be very important to small traders and artesans to whom an enhancement of Railway rates may mean a heavy drain on their slender resources. Among such articles may be mentioned.

(1) Bangles or chouries, cocoanut shell.

(2) Coojahs (goglets) earthen.

(3) Biddy leaves.

5. There are some other articles again, the traffic of which, though it may be small now, has every likelihood of expansion as they are articles of industries which have been taken up already or will be taken up for development.

Among these may be mentioned:—

(1). Aluminium Ware.
(2). Bobbins.
(3). Brass ornamental.
(4). Caustic Soda.
(4). Glass.
(6). Linseed Oil.
(7). Trunks.
(8). Bottles.
(9). Carpets.
(10). Indigo.

6. Lastly, there are some articles which are of much importance as either import or export commodities. A list of these is given below with import and export figures.

Names of Articles.	Import, 1913-14.	Export, 1913-14
	£	£
Acid Nitric	8,000	.....
Bicarbonate of Soda.	28,292	.....
Caustic Soda ...	58,379	.....
Carpets	149,743	153,446
Drugs Imported ...	780,490	.....
Indigo	.....	141,938
Linseed Oil	58,817	17,493
Tallow	139,436	17,389

7. It will be seen thus that if the suggestion which my Committee have ventured to put forward is accepted, there will be no objection even on the score of the aforementioned commodities which are in one way or the other important to trade and industry of the country.

8. With regard to the last paragraph of your letter, my Committee will be glad to see members of the Goods Classification Committee when they come down here.

Yours faithfully,

J. K. MEHTA,

Secretary.

Indian Railway Conference Association.

Agra, 3rd September 1915.

To No, 1717-8.

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

19, Bank Street, Old Telephone Buildings,

BOMBAY.

Dear Sir,

I beg to acknowledge receipt of your Chamber's letter of the 1st September 1915 in reply to this Office No. 1717 of the 11th August on the subject of the proposals for an enhancement of the authorised classification of certain commodities over Railways.

Yours faithfully,

C. V. BLISS,

Secretary.

No. 1717-10.

From

THE SECRETARY,
Indian Railway Conference Association,

To

THE SECRETARY,
The Indian Merchants' Chamber & Bureau,
19, Bank Street, Old Telephone Buildings,
BOMBAY.

Agra, 20th October 1915.

Sir,

I am in receipt of your letter dated 1st September in reply to my letter No. 1717 dated 11th August 1915 regarding the enhancement on certain railways of the authorised goods classification of a number of commodities in which the traffic is unimportant. You suggest that the object aimed at by my Association can be achieved by reducing the classification to the lowest charged by any Railway Company and point out that the adoption of this proposal will involve railways in no appreciable loss as the commodities concerned is insignificant.

In reply I am to explain that although the traffic on those railways on which the enhancement would have effect is insignificant this is not necessarily so on all railways. The majority of railways are authorised to charge the commodities in question at the higher General Classification and the adoption of your proposals would cause these railways in many cases appreciable loss of revenue. There is therefore no possibility of their agreeing to a reduction in the classification and the only alternative if simplification is to be attained is to raise the

classification on the railways on which the traffic is unimportant.

With regard to paragraphs, 4, 5 and 6 of your letter I am to point out that the greater part of the traffic in the commodities mentioned is already carried at the higher classification and the enhancement will only have effect on the few railways who are at present obliged to quote a lower classification and on which the traffic is negligible. The rates over railways on which such commodities are carried to any extent will not be interfered with. With this further explanation of the object of my Association's proposals, I am to express the hope that your Committee will accord them its support.

Yours faithfully,
C. V. BLISS.
Secretary,

19, Bank Street,
Old Telephone Buildings.
Bombay, 20th November 1915.

From

THE SECRETARY,
The Indian Merchants' Chamber & Bureau,
BOMBAY.

To

The Secretary,
The Indian Railway Conference Association.
AGRA.

Sir,

With reference to your letter of the 20th October 1915, No. 1717-10, I am directed by my Committee to inform you

that they regret that they are unable on reconsidering the question, to change their opinion on the matter as conveyed to you in our letter of the 31st August 1915. They will be glad however to discuss the question with members of the Goods Classification Committee, who, as they understood from your letter of the 11th August 1915, No. 1717, were to discuss the matter with representatives of the Chamber.

I beg to remain,
Sir,
Your most obedient servant,
J. K. MEHTA,
Secretary.

No. R. 321 H. 16.
General Traffic Manager's Office,
Bombay, 13th January 1916.

From
THE GENERAL TRAFFIC MANAGER,
B. B. & C. I. RAILWAY.

To
THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
19, Bank Street, Old Telephone Buildings,
BOMBAY.

Dear Sir,

With reference to your letter dated the 1st September 1915 to the address of the Secretary, Indian Railway Conference on the question of raising the classification of certain commodities in order to secure uniformity of classi-

fication as far as practicable on all Railways, I write to ask whether some of the Members of your Committee would be prepared to meet and discuss this matter with Mr. Rumboll, the General Traffic Manager, G. I. P. Railway and myself at 12 noon Monday 24th January, either in the Rooms of the Chamber or the office of the General Traffic Manager, G. I. P. Railway, whichever is convenient to the Committee.

Yours faithfully,
N. MEDLEY,
for General Traffic Manager.

Bombay, 18th January 1916.

From

THE GENERAL TRAFFIC MANAGER,
B. B. & C. I. RAILWAY.

To

THE SECRETARY,
Indian Merchants' Chamber and Bureau,
BOMBAY.

Dear Sir,

With reference to your letter of the 14th instant, I beg to inform you that Mr. Hanson and Mr. Rumboll will be glad to attend the meeting at 12 noon on Saturday the 22nd idem as requested.

Yours faithfully,
N. MEDLEY,
For General Traffic Manager.

Bombay, 26th January 1915.

Dear Mr. Mehta,

Yours of 25th, I return the enclosed with a slight alteration. Mr. Bliss is Secretary of the Goods Classification Committee.

Yours sincerely,

A. C. RUMBOLL.

19, Bank Street:

Bombay, 25th January 1916.

A meeting of the Committee of the Indian Merchants' Chamber and Bureau was held on Saturday the 22nd instant to discuss with members of the Goods Classification Committee, the question regarding the enhancement on certain railways of the authorised goods classification of a number of commodities. The members of the Goods Classification Committee present were Mr. Rumboll, General Traffic Manager of the G. I. P. Railway. Mr. Hanson, General Traffic Manager of the B. B. and C. I. Railway, and Mr. Bliss, Secretary of the Indian Railway Conference Association (Secretary). After discussing the pros and cons of the question, it was resolved that the Committee would send a representation to the Railway Conference Association. The meeting dispersed after the Chairman, the Hon'ble Mr. Wachha, had thanked the visitors.

19, Bank Street,

Bombay, 25th January 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

The Secretary,

The Indian Railway Conference Association,

AGRA.

SIR,

Referring to the previous correspondence which has passed between your Association and this Chamber regarding the proposed enhancement on certain railways of the authorised goods classification of a number of commodities, I am directed by my Committee to inform you that by the light of the discussion which has recently taken place between them and the members of the Goods Classification Committee, they have consented to the adoption of the new classification of goods to give it a fair trial and see how far it gives popular satisfaction to the Mercantile community.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

No. R. 321 H. 16.

General Traffic Manager's Office,

B. B. & C. I. RAILWAY,

Bombay 28th January 1916.

Dear Mr. Mehta,

I am much obliged to you for sending me a copy of the Indian Chamber's reply on the question of the enhancement of the classification of certain commodities carried on some of the Railways, I feel sure that Railway generally will be grateful to the Chamber for the liberal spirit in which they have dealt with the matter.

Yours sincerely,

F. W. HANSON.

No. 1443-15.

From

THE SECRETARY,

Indian Railway Conference Association,

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

19, Bank Street, BOMBAY.

Agra, 28th January 1915.

Dear Sir,

I am directed to acknowledge with thanks the receipt of your Chamber's letter of the 26th instant, regarding the

proposed enhancement on Railways of the authorised goods classification of certain commodities.

Yours faithfully,

C. V. BLISS,
Secretary.

APPEDDIX K.

R. S. R. No. 2460-W. of 1915.

From

P. ECCLES, ESQ., B. A., I. C. S.,
Offg. Collector of Customs,
BOMBAY.

To

The SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

Bombay Custom House,
December 2nd, 1915.

Sir,

It has been suggested to Government that, as an additional measure of control over the export from India of prohibited goods under license, it should be made statutorily compulsory for all the bills of lading and manifests relating to the goods to contain the name of the person or place or both as the case may be, specified in the license granted in respect of such goods as the person or place to whom, or to which, export is permitted. This is provided for in England by sec. 4 of the Customs (War Powers) Act, 1915, a copy of which is enclosed. I have the honour to request that you will be so good as to let me know, for the information of Government, whether in the

opinion of the Chamber there is any objection to the proposal. An early reply is requested.

I have the honor to be,
" Sir,
Your most obedient servant,
P. ECCLES,
Offg. Collector of Customs,

Bills of Lading and Manifests relating to goods.
R. S. R. No. 2460-W of 1915.

From

P. ECCLES, ESQ., B. A., I. C. S.,
Offg. Collector of Customs,
BOMBAY.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau.
BOMBAY.

Bombay Custom House.
21st December 1915.

SIR,

I have the honour to invite your attention to my letter R. S. R. No. 2460-W. dated the 2nd current on the subject noted in the margin and to request you to favour me with the reply of the Chamber as soon as possible.

Proposal that Bills of Lading and Manifests relating to prohibited goods should contain certain particulars specified in the license grranted in respect of such goods.

I have the honour to be,
Sir,
Your most obedient servant,
P. ECCLES,
Offg Collector of Customs.

CUSTOMS (WAR POWER) ACT, 1915.

Extended Customs War Powers Act, 1915, No. 2.

Dated the 29th July 1915.

CHAPTER 31.

An Act to amend the enactments relating to Customs, A. D. 1915 during the present War. (16th March 1915.)

Be it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

Provision with respect to shipment as stores of prohibited or restricted goods.

1. (1) Where any goods are prohibited either to be exported or carried coastwise, or any goods are prohibited to be exported to any named country or place, it shall not be lawful for any person to ship as stores on any vessel any of the goods to which the prohibition extends, except such quantity of any of those goods as may be allowed to be so shipped by the proper officer of Customs and Excise as being reasonably required to be shipped at the port of departure for use on board the vessel during the voyage on which it is about to depart.

(2) If any person ships as stores any goods or brings any goods to any quay or other place with intent to ship the same as stores in contravention of this section, the goods shall be forfeited and he shall for each offence be liable to a penalty of one hundred pounds.

Pre-entry of ship's stores. 39 and 40 Vict., c. 36.

2. The power of the Commissioners of Customs and Excise under section one hundred and thirty nine of the Customs Consolidation Act, 1876, by order to re-

quire due entry and clearance before shipment shall apply to goods intended for shipment as stores on any ship being goods subject to any prohibition or restriction outwards, as as it applies to goods intended for exportation or carriage coastwise.

A. D. 1915. Provisions as to coasting ships departing without clearance.

3. Where the master of any coasting ship has rendered himself liable to a penalty under section six of the Customs and Inland Revenue Act, 1878, by departing without due clearance of his ship the Commissioners of Customs and Excise may, for the purpose of enforcing the said penalty, require the deposit in the hands of the Collector of Customs and Excise at any port where the ship is found of such sum not exceeding one hundred pounds as they think fit and in default of payment of the sum so required to be deposited the ship may be detained.

41 and 42 Vict., c. 42.

Provisions as to exportation of goods under license.

4. Where a license to export any goods, being goods subject to any prohibition or restriction outwards, authorises the exportation thereof to a particular person or place or to a particular person at a particular place named in the license, the name of the person or place, or both, as the case may be, shall be inserted in all invoices, bills of lading, manifests and other documents relating to the goods, and if this requirement is not complied with as respects any document the person by whom or on whose behalf the document is made out shall, if he is the exporter of the goods, be deemed to have exported the goods without a license, and, if any other person, be liable to a penalty of one hundred pounds.

Provisions as to declarations as to ultimate destination of exported goods.

5. (1) Where in pursuance of any order made by the Commissioners of Customs and Excise under section one hundred and thirty nine of the Customs Consolidation Act, 1875, a person in the course of making entry before shipment makes a declaration as to the person or country for whom any goods are ultimately destined, then, unless security has been given by bond, the exporter shall, if and when required by the Commissioners of Customs and Excise, produce evidence to their satisfaction that those goods have not reached a person who is an enemy or treated as an enemy, or a country which is an enemy country or treated as an enemy country, under any law for the time being in force relating to trading with the enemy; and if he fails to do so he shall be liable to a penalty of treble the value of the goods or one hundred pounds at the election of the Commissioners, unless he proves that the goods reached the person or country without his consent or connivance, and that he took all reasonable steps to secure that the ultimate destination of the goods should be the person or country mentioned in the declaration.

(2) If the Commissioners of Customs and Excise have reason to suspect that any such declaration as aforesaid is false in any material particular, the goods may be detained until the Commissioners are satisfied as to the truth of the declaration, and, failing such satisfaction may be treated as if they were goods subject to a prohibition or restriction outwards.

A. D. 1915.

Power to seize imported goods of enemy origin.

* 6. Where the Commissioners of Customs and Excise have reason to suspect that the country of origin of any goods imported into the United Kingdom is an enemy country within the meaning of the last preceding section, the goods may be seized as though they were goods enumerated and described in the table of prohibitions and restrictions inwards contained in section forty-two of the Customs Consolidation Act, 1876, and in any proceedings for the forfeiture and condemnation thereof the country of origin of such goods shall be deemed to be such an enemy country unless the contrary is proved.

Short title construction and duration.

7. (1) This Act may be cited as the Customs (War Powers) Act, 1915, and shall be construed together with the Customs Consolidation Act, 1876, and any enactments amending that Act.

(2) This Act shall continue in force only during the continuance of the present war.

19, Bank Street,
Old Telephone Buildings,
21st December 1915.

From

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

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* 6 Extended by War Powers Act (No. 2) so as to apply to any goods which the Commissioners of Customs and Excise have reason to suspect are being imported in contravention of the law relating to trading with the enemy.

To

P. ECCLES, ESQ., B. A., I. C. S.,

Offg. Collector of Customs,

BOMBAY.

Sir,

With reference to your letter of the 2nd instant No. 2460-W. of 1915, I am directed by my Committee to inform you that they have no objection to the proposal specified in the letter.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX L.

Addresses to H. E. Lord Hardinge, Viceroy and Governor-General of India and Lord Chelmsford, Viceroy and Governor-General of India, Designate.

The Committee presented a farewell address to His Excellency Lord Hardinge on the 3rd April 1916 at the Government House, Bombay, when the following members of the Committee were present :—

1. The Hon. Mr. Dinshaw Edulji Wacha (Chairman).
2. The Hon. Mr. Lallubhai Samaldas, C. I. E., (Vice-Chairman.)

3. The Hon. Mr. Manmohandas Ramji.
4. The Hon. Sir Fazulbhai Currimbhai Ebrahim.
5. The Hon. Mr. Purshottamdas Thakordas.
6. Mr. Devidas Madhavji Thakersey.
7. Sir Vithaldas Damodar Thakersey.
8. Mr. Jethabhai Valji.
9. Mr. Naranji Haribhai.
10. Mr. Revashankar Jagjiwan.
11. Mr. Ratansey Mulji.
12. Mr. Gopalji Valji Sunderji.
13. Mr. Phiroz J. Bilimoria,
14. Mr. Sorabji Edulji Warden.
15. Mr. M. P. Madon.
16. Mr. Laxmichand M. Khokhani.
17. Mr. Jagannathji.
18. Mr. J. K. Mehta (Secretary).

To His Excellency

The Right Hon'ble

LORD HARDINGE OF PENSHURST,

K.G., P.C., G.C.B., G.M.S.I., G.C.M.G., G.M.I.E.,

G.C.V.O., I.S.O.,

MAY IT PLEASE YOUR EXCELLENCY,

We, the President and Members of the Indian Merchants' Chamber and Bureau, respectfully beg leave to present to Your Excellency this valedictory address on the eve of your retirement from the Government of this Country, which, by universal testimony, you have so bril-

liantly and successfully administerd during the term of your exalted office.

To us it is a matter of profound regret that the emergencies of the British Empire have made it necessary for your departure at this juncture, when all fervently wished and prayed that you might have remained longer at the helm of the State with a view to bring to fruition some of the most important problems which have to stand over by reason of the unfortunate war which has been going on for the last twenty months and which has led to the upheaval of all that contributes to the wealth and happiness of millions of people. But whatever our regret from India's standpoint may be in this matter, we readily recognise the Imperial necessities of the British Government that have demanded your presence elsewhere at this grave crisis. We are confident that in whatever sphere of public activity your valued experience and undoubted statesmanship may be called upon, you will be able to render such service to the Empire at large as may redound not only to its own glory but reflect even greater lustre on Your Excellency than what you have already derived from your successful administration of the great and responsible trust which you are now about to hand over to your successor. It is impossible that His Majesty's Indian subjects of all classes and races could ever forget the sagacity, serenity and judicious diplomacy with which since the declaration of the great War, so unprecedented in the annals of the world, you have shaped the foreign policy of your Government. Neither can history fail to place on record the admirable method and manner in which you have unostentatiously directed all the military and other requirements of the British Government and its Allies for a successful prosecution of the great titanic struggle. To the people of India, the despatch of Indian

Troops to fight for the first time on the battlefields of Europe side by side and shoulder to shoulder with the forces of the Imperial Government and of the British colonies has afforded the highest gratification. To us in common with all the other communities of India interested in their respective activities it is a source of unmixed happiness to be able to declare without hesitation that you have achieved, in the most arduous and responsible task of the administration of this country, as much success by your exceptionally penetrating political insight, as by your high administrative statesmanship combined with deep and abiding sympathy for the people. You have proved in your person and government the fundamental maxim of polity that a close knowledge of the sentiments and wishes, as much as requirements of the people, is the unerring index to sterling statesmanship. Whether we survey the history of legislation of Your Excellency's Government or the solution of many grave problems of economy and finance, specially those which have been brought to the surface by the terrible war or the many Imperial resolutions on education and sanitation, co-operation and local self-government, advancement of commerce and the development of industries and all other questions affecting the weal of millions, subject to the sway of His Britanic Majesty, you have uniformly displayed those high talents, that broad experience, that tact and wise discretion, which distinguish the statesman from the mere administrator. But it is not only in the domestic affairs of the people that you have greatly endeared yourself to them. Equally remarkable and highly gratifying is the policy which characterised your Viceroyalty in relation to the Feudatory States, large and small, whereby the bonds of unity have been more closely knit together, ample evidence of which has been demonstrated by those States rallying round the standard of the

Empire in its hour of the greatest need and vieing with one another in placing their respective services at the foot of the Throne, apart from the signal acts of personal devotion and bravery by their many princes and chiefs. In short we can affirm without any fear of contradiction that Your Lordship has realised for the Indian people all the high and pleasant expectations, that were formed at the date of the assumption of your exalted office.

At the very outset of your career, it fell to your lot to fully carry out in practice, those great reforms which the combined statesmanship of Lords Morley and Minto so happily inaugurated and though those reforms are neither complete nor fully meet the requirements of a progressive people, they have been pronounced to work satisfactorily.

Next, we need hardly refer to the visit of Their Imperial Majesties the King and the Queen of England to proclaim their Coronation at Delhi and the transfer of the Capital to that historic city and the enormous satisfaction which the people of Bengal and India generally felt at the rearrangement of that province in harmony with their long cherished traditions and sentiments. Nor is it necessary to refer at length to your Lordship's sympathetic response to the appeal of His Majesty's subjects residing in this country on behalf of their oppressed countrymen in South Africa by bringing on the Government of the Union your high influence and spirit of justice and equity to mitigate the many severe hardships and disabilities from which they had been suffering many years before, and though such disabilities and sufferings have not yet been completely removed, the country acknowledges with the deepest gratitude what Your Excellency was instrumental in achieving through your accredited delegate, Sir Benjamin Robertson. That act of justice and deep sympathy which you displayed in that unhappy affair will be

cherised with deep thankfulness, for many a generation to come. The Indian Trading Communities acknowledge, with approval, the policy which Your Government adopted in consequence of the stress of war in connection with some of the staple commodities of export, specially wheat and cotton, and we, of the Indian Merchants' Chamber, cannot refrain from expressing our high satisfaction at the manner in which the Finance Minister ably dealt with the threatened cotton crisis and specific measures of a sagacious character taken to relieve it along with all other trades from the then prevailing embarrassments, while fully bearing in mind the interest of the poor cultivators, and generally it must be freely admitted that the policy, with which many an ordinance which the political necessity demanded in reference to trade and shipping, has been carried out with the least hardship and as little dislocation of the normal trade as possible.

Your Lordship, we further desire to refer, as a Post Script to this Address, to your two memorable utterances delivered since this Address was submitted to your Lordship. Nothing has given more whole-hearted satisfaction to the people of this country than the proposed abolition of Indian indentured labour adumbrated in Your Lordship's last great speech in the Imperial Legislative Council. Equal satisfaction has been also felt at the appointment by your Lordship's Government of a Committee of investigation for the further evolution of Indian industries on independent lines the report of which all India will await with the keenest interest. Memorable as Your Lordship's administration has become, we are of opinion that it has been made even more so by the two events just referred to.

Lastly, we beg to offer to Your Lordship our most hearty congratulations on the conferment to Your Lordship

of the dignity of a Knight of the Garter the highest honour which it is in the power of our Gracious Sovereign to bestow.

India will cherish, not only with gratitude but with the happiest memories, Your Viceroyalty which has proved so encouraging and so vivifying.

In conclusion, we venture to say that since the days of the beloved Lord Ripon, India has had not the good fortune to be ruled for over five years by a Viceroy so full of beneficient intentions, of such warm and active sympathy, such sincerity and solicitude, such wisdom and righteousness as Your Excellency in spite of burdens of heavy domestic sorrows.

With sentiments of profound esteem and affection, we bid Your Excellency farewell and pray that by the grace of God, you may long be spared to serve your country with greater honour and that the welfare of India may always have a prominent place in your warm and generous heart.

We beg to remain,

Your Excellency,

Your Excellency's most obedient servants,

D. E. WACHA,

President.

J. K. MEHTA,
Secretary.

LALLUBHAI SAMALDAS,
Vice Prosident.

LORD HARDINGE'S REPLY.

H. E. the Viceroy, in reply, said :—

Gentlemen—I thank you warmly for your very kind congratulations. You held out to me a very friendly hand of welcome when we first met 5½ years ago and later on when I visited Bombay, after half my course was run. I was pleased to find from your address that I had both retained your friendly feelings and gained your confidence.

Now the time has come to say farewell, and you have said it in language of so much kindness and appreciation, that I hardly know what words of gratitude to use to express my feelings. In such case the simplest phrases are the best, and I thank you with deep feeling. How little did we think when we last met together, and you discussed the events of the past years, that then seemed so strenuous, that we stood on the brink of a precipice down which the civilised world was within five short months to be hurled by the ever-weening arrogance and ambition of a single nation.

The past years had indeed been strenuous, but they were as nothing to the years that were yet to come, and I am proud that I should have fulfilled to your satisfaction the anxious task of piloting the ship of State through the stormy seas, upon which she had been tossed. I cannot but feel that you have dwelt with kindly insistence upon those acts of myself and my Government that have commanded your approval, while you have tactfully evaded all mention of any sins of omission or commission.

In any case it is clearly your intention to send me away from India happy in the consciousness of India's good-will towards me, and you have succeeded to the full. It has been my endeavour through the past years to show

my own good-will towards India by my actions, and to the last day of my life I shall always think of India with warm affection, and shall use such opportunities as I may have to forward her interests to the utmost of my power.

From a commercial point of view the war has completely dwarfed the normal development of trade and commerce, and as you know well enough the exigencies of the situation have necessitated Government interference or control to an extent hitherto unheard of in many directions. We have had to take powers of a drastic character to prevent munitions and supplies of various descriptions from reaching our enemies; the urgent needs of our gallant troops have forced us to commandeer merchant ships with a disregard for other interests that has at times caused a woeful inconvenience, and as you have mentioned we had actually ourselves to undertake commercial transactions on an important scale in connection with the export of wheat, and to take unusual measures with regard to the supply of many other commodities. The generous admission that you have made that our policy in these matters has been carried out with as little hardship and as little dislocation of normal trade as possible is extremely welcome to me, and coming from you in this spontaneous fashion constitutes a very high compliment to the Departments of Commerce and Industry and of Finance and to the various officers who have shown so much versatility and industry in their treatment of the new problems that they had to face.

India's Magnificent Loyalty!

Out of evil some good has come, and it is not a small matter that India should have had the opportunity of displaying her magnificent loyalty, and should have so superbly risen to the occasion. She will always be able to

point proudly to the fact that her sons have given their life blood in far distant climes for the great Empire to which they belong, and the memory of the noble gifts of wealth and personal sacrifice that have come pouring in in a constant stream will be a goodly heritage for future generations.

I shall always be glad and proud that I was here when these generous impulses coursed through the blood of India, and that it should have fallen to me as representing India to place these services at the disposal of His Majesty the King-Emperor.

You have referred in approving terms to the part that I played in the remedy of Indian grievances in South Africa, and though I was criticised in some quarters for the warmth with which I spoke at Madras on the topic, I can say honestly that I never had any serious twinges of conscience on that account.

It was a moment for plain speaking, and I spoke what I felt, and if I did not measure my words with absolute nicety the strength of my feelings and the excellence of my cause must plead my excuse.

Closely connected with this is the general question of indentured emigration. This is one of the many problems I should like to have seen absolutely solved before I left your shores, but from the recent debates in the Imperial Legislative Council you will have learned that my Government have not been idle in this matter, but have succeeded in persuading the Secretary of State and His Majesty's Government that the system at present in force is bad, and have obtained a definite promise from them that, within such reasonable period of time as will allow of alternative arrangements being introduced, it must be abandoned, thus

closing for ever a page that has spelt individual suffering and general demoralisation of those involved, and has implied a stigma upon India as a whole.

Industrial Developments.

There are many other topics I might mention did time permit, but I will confine myself to one that has been very near my heart, and I have good reason to think will engage the most active interest of my successor, whom you will so shortly greet. It is the subject of industrial development, and I can only say that it has been a very great personal pleasure to me that, within a few days of my departure, my Government should have been able to announce the constitution of a Commission for the investigation of this question, from whose labours I anticipate the most fruitful results.

The time has now come to say good-bye. Only a few hours remain before I shall see your beautiful city receding beneath the horizon, but if the links that have so long and so closely bound me to India have suddenly to be snapped, they will, so far as I am concerned, be replaced by invisible bonds of comprehension and affection, intangible but strong to endure to the end.

The Viceroy then shook hands with the members of the deputation and bid them good-bye.

Address to H. E. Lord Chelmsford.

Those present were :—

The Hon. Mr. Dinshaw Edulji Wacha, (Chairman), the Hon'ble Mr. Lallubhai Samaldas, C. I. E., (Vice-Chairman), the Hon. Mr. Manmohandas Ramji, the Hon'ble Mr. Purshotamdas Thakoredas, the Hon. Sir Fazulbhoy Currimbhoy Ebrahim, Sir Shapurji B. Broacha, Mr. Devidas Madhowji

Thackersey, Sir Vithaldas Damodar Thackersey, Mr. Jethabhai Walji, Mr. Naranji Haribhai, Mr. Revashanker Jagjiwan, Mr. Ruttonsey Mulji, Mr. Gopalji Walji Sunderji, Mr. Motilal Kanji, Mr. Sorabji Edulji Warden, Mr. Morarji Velji, Mr. S. B. Billimoria, Mr. M. P. Madan, Mr. Lakhmichand Maneckchand Khokhani, Mr. Jagannathji, Munim of Messrs. Tarachand Juharmal, and Mr. J. K. Mehta (Secretary).

Mr. D. E. Wacha, the Chairman, read the address, which was as follows :—

To

The Right Hon. Lord Chelmsford,

P. C., G. C. S. I., G. C. M. G., G. C. I. E.,

Viceroy and Governor-General Designate.

MAY IT PLEASE YOUR LORDSHIP,

We, the President and members of the Committee of the Indian Merchants' Chamber and Bureau, a body representing the large and varied interests of the Indian Commercial Community of the Presidency, embrace the present occasion to approach Your Lordship and offer our cordial welcome on your appointment by our most gracious Sovereign to the exalted office of Viceroy and Governor-General of India.

Your Lordship will enter on that high office at a time when the commerce and industries of the world have been subjected to diverse adverse influences in consequence of the terrible war which unfortunately has been raging for the past twenty months—influences from which, Your Lordship is aware, India has not escaped, though it may be freely acknowledged that the evils wrought have not been

felt so intensely as they have been by the Allied Powers who have been so bravely battling against the forces of barbarous militarism and despotic slavery. It is not, however, possible to forecast the time when this titanic struggle may cease, bringing triumph to those who have put forth their greatest strength and their best resources in the noble cause of the emancipation of the world's freedom and civilisation in future from the thraldom of the atrocious forces above mentioned. But we all hope that the time is not distant when that consummation may be reached which might enable Your Lordship at no distant day to devote your entire attention in this country to the pursuit of the arts of peace and industry.

To the Indian community it was a source of great satisfaction that during the three years that preceded the war both inland and foreign trade of this country was progressing most favourably along with the staple industries, thanks to the fostering care, great sympathy and deep solicitude of the distinguished statesman now on his eve of retirement. Up till the end of July 1914, the sea-borne trade had taken great strides, so much so that the balance of trade, which was in previous years unfavourable to this country, had taken a satisfactory turn, owing to the larger and larger volume of exports and to the generally healthy condition of the country. It is superfluous, however, to inform Your Lordship how far Indian commerce and industries have suffered through this war and how greatly the sea-borne and inland trade has been crippled from the consequent depression. Greatly unfavourable as the condition has been, it has of late been intensely aggravated by reason of the unprecedented rise in freight of a prohibitive character which, if prolonged, threatens to cripple that trade even more than before. Though far from taking an exceedingly pessimistic view of that condition, the mercantile commu-

nity do not see that there are any immediate prospects of a material improvement. Nothing in the economic history of the world is so injurious to any nation as the paralysis of its home and foreign trade, but India is exceedingly grateful to the indomitable British Navy which has kept such an unweary watch and ward over the high seas and enabled vessels carrying the Allied and Neutral flags to move about with remarkable freedom from port to port. This undoubted naval supremacy of England has, it must be acknowledged, enabled the Indian world of commerce, along with all the oversea British dominions, to go unmolested, and so far the country must acknowledge its warmest gratitude to that invincible Navy.

Already the economic and financial problems consequent on the war have been seriously engaging the attention of different nations of the world. These must eventually find a satisfactory solution in which India cannot but be reckoned with. We hope that when the time arrives the attention of Your Lordship's Government will be devoted, in the first instance, to some of those pressing and paramount problems which have been agitating the country and on which a satisfactory pronouncement is held essential. The elimination of German and Austrian trade with the Empire has led to a strong desire to develop indigenous industries with which Your Lordship has great sympathy. In order that this desire may be translated into practice, greater Government co-operation and assistance are essential, of course coupled with self-help and private enterprize, on the lines on which this Chamber more than once recommended to representatives of Government at their interviews and in their memorials.

Further, it is the natural wish of the commercial community that India may be accorded a place in any Conferences which may be held soon after the war so that her

commercial and industrial interests may be properly safeguarded. There is also the all-absorbing question of fiscal autonomy, which will demand the highest consideration and consummate statesmanship by Your Lordship's Government, involving, as it does, the full emancipation in the near future of the country's trade and industries from all selfish interests and domination, be it of the United Kingdom or any other.

Another problem, not less important and pressing, has a relation to the existing Railways and the method and manner in which the transport service is at present carried on. A large number of feeder lines with or without State aid is still a crying want with a view to opening new markets in the interior. The inequality in the rates of moving staple commodities by Railways from one place to another has been the subject of no little criticism by leading commercial bodies in different parts of the country, but it has hitherto found no radical solution, while it not a little hampers the full development of indigenous industries. Moreover, in some cases, it acts as a protection to foreign goods, which is extremely undesirable.

Though for the past few years the attention of the Government has been fairly devoted to the improvement of agriculture and though we recognise with gratitude that a fraction of the revenue has been expended by Government upon such an improvement, we feel that much more yet remains to be done in various directions, say with reference to the organisation of agricultural credit, the establishment of agricultural banks on sound principles and a more liberal expenditure on agricultural education. State aid and State co-operation in this matter are absolutely essential. A cognate subject which also demands careful attention is irrigation by means of the construction of a large number of wells at a reasonable cost. Such well

irrigation, which was once so prolific of benefit to agriculture, has been greatly neglected, but now with the almost near completion of larger works of irrigation, among which may be mentioned the Nira Canal in this Presidency, it is felt that the time has come for devoting a fair attention to this all-important subject.

In conclusion, we beg to offer Your Lordship and Lady Chelmsford our warm welcome to this country and trust that by the grace of Providence, Your Lordship will achieve a great success in the administration on which you are about to enter.

We beg to remain,

Your Excellency,

Your Excellency's most obedient servants,

D. E. WACHA,

President.

J. K. MEHTA, Secretary.

LALLUBHAI SAMALDAS, Vice-President.

LORD CHELMSFORD'S REPLY.

H. E. Lord Chelmsford, in reply, said:—

Mr. President and Gentlemen—I am delighted to receive an address from the Committee of the Indian Merchants' Chamber and Bureau and I thank you for your cordial welcome.

We all of us deplore the grievous ravages to which the commerce and industries of the world have been sub-

jected by this terrible war, and like you I look forward to the day when once more we shall be able to devote our entire attention to the pursuits of the arts of peace and industry.

But we must not take too gloomy a view of the situation. I would ask you to look abroad and compare your position with that of the Allied European countries. In them it is scarcely an exaggeration to say that trade is at a standstill and that all energies are devoted to the production of that horribly wasteful article—munitions of war.

You however in this favoured land, thanks to the might of the British Navy, have been able to carry on your avocations practically unimpeded. The past few months have, as I learn, been with you a period of remarkable prosperity as regards Inland trade. The railways have made earnings which have passed all records. Cotton commands high prices. Your local mill industry is booming and shares in all well managed mills stand high. The stocks of imported piece goods which some months ago were heavy and threatened to be a heavy burden on the trading community have now disappeared into consumption at greatly enhanced prices.

I would bid you then take heart. You have no doubt suffered losses, but what losses have the United Kingdom, France, Russia, Belgium and Servia endured ?

And now for the future, I agree with you that this is the moment when we should institute enquiries into schemes of development during the years to come, when peace once more reigns upon the earth.

The Government of Bombay is already considering through a strong committee the question of the development of indigenous indus ries.

The Government of India has also taken the first step towards inaugurating a wider and more general enquiry. I can assure you that any well thought out schemes for the development of Indian industries will at all times command my whole hearted support.

I pass over the various minor matters to which you refer, as I have not at present the personal knowledge with regard to them, which is requisite for a suitable reply. I have no doubt however that the Departments concerned will take note of them.

It is a great pleasure to me to meet the representatives of so great and flourishing a commercial community and I again thank you on behalf of Lady Chelmsford and myself for your cordial welcome.

No. 1036 of 1916.

Financial Department.

Bombay Castle, 28th March 1916.

From

J. A. POPE, ESQ., I. C. S.,

Under Secretary to the Government of Bombay,

To

The Chairman, Indian Merchants' Chamber,

and Bureau,

BOMBAY.

Sir,

I am directed to forward, for the information of the Chamber, a copy of Government Notification No. 1035 of

to-day's date declaring the 4th April 1916, the date fixed for the departure of His Excellency the Right Honourable Baron Hardinge of Penshurst, Viceroy and Governor General, from Bombay, to be a public holiday under the Negotiable Instruments Act.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. POPE,

Under Secretary to Government.

Notification.

Financial Department,

Bombay Castle, 28th March 1916.

No. 1035.

Under section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the 4th April 1916, the date fixed for the departure of His Excellency the Right Honourable Baron Hardinge of Penshurst, Viceroy and Governor-General, from Bombay, to be a public holiday.

2. This notification does not apply to Sind.

By order of His Excellency the Right Honourable the Governor in Council,

G. S. CURTIS,

Chief Secretary to Government.

APPENDIX M.

Railway freight and Cotton Seeds.

THE INDIAN COTTON OIL Co., Ld.

Hummum Street, Fort,

Bombay, 15th February 1916.

No. 491.

To

The SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

Dear Sir,

We beg to enclose herewith copy of a letter dated the 10th February addressed by us to the President of the Railway Board in connection with certain railway grievances from which we have been suffering. We shall be glad if you will submit the same to your Committee who, we sincerely trust, will see their way to move the Railway Board in our favour.

Hoping to be excused for the trouble.

Yours faithfully,

For the Indian Cotton Oil Co., Ld.

KOTHARI SUTARIA & Co.,

Agents.

10th February 1916.

No. 440.

THE PRESIDENT OF THE RAILWAY BOARD.

SIMLA.

Dear Sir,

We beg leave to approach you in regard to certain railway grievances from which we are suffering since the establishment of our factory, and for which we have failed to obtain any redress hitherto from the railways concerned.

2. This Company has put up a Cottonseed Oil Mill at Navsari, which is working since 1911. The factory is situated within British territory and is about a mile away from the Navsari Railway Station, but quite close to the railway lines.

3. Long before the present site was selected, the B. B. and C. I. Railway was approached with a view to ascertaining if the proposed factory would be favoured with any concessional rates. The reply given was that "the question would be considered after the factory was established." We mention this fact at the outset, as we were subsequently told by the B. B. and C. I. Railway that the factory was put up at Navsari after due consideration by us of existing rates and that there was no excuse for us to seek any reduction in such rates.

4. Out traffic consists of the following commodities:—

(*a*) Imports of raw materials, *viz.*, Cottonseed (6,000 tons per annum). Coal (1,000 tons per annum) and Stores (from Bombay).

(*b*) Exports of manufactured products, *viz.*, Refined Cottonseed Oil, Decorticated Cotton Cake, Hulls (*i. e.*, husks of cottonseed used as fodder) and soaps.

5. Taking the imports first, we have nothing to complain about the rates of Coal and Stores. The rates of Cottonseed however, require adjustment. This article is imported by us from Khandesh, Berars and the Central Provinces, *via* Amalner and Kankra Khadi. The proportions of the G. I. P. Railway, being until recently, quite prohibitive, our purchases were confined to places on the T. V. Rly. and the nearer stations on the G I. P. Rly. (up to Malkapur and Khandwa), Now, however, the G. I. P. Rly. have reduced their usual rate of $\frac{1}{3}$ pie per maund per mile to ·25 pie and this would enable us to extend our purchases a little further, say up to Akola.

6. Our chief complaint, however, is in reference to the proportions of the T. V. Rly. Up to the end of April last year the rates charged on this railway for traffic in Cottonseed *via* Kankra Khadi were the same for all buyers without any distinction. We were quite satisfied with the arrangement till then, as we could get seed in the Khandesh Bazars on equal terms with all other buyers. We were subsequently surprised to find that the price of seed in Khandesh rose rapidly to a prohibitive level. The reason was that the General Traffic Manager of the B. B. & C. I. Rly. had quoted for all cottonseed consigned to the Bhavnagar Docks, the ridiculously low rate of ·1 pie per maund per mile, and consequently Bhavnagar merchants who were till then buying in Gujerat and Bombay had extended their operations to Khandesh and, with their railway rates in their favour, were outbidding all other buyers. The following table gives the old and the new rates to Bhavnagar, the existing rates to Navsari and the respective distances to the two places from the stations of origin :—

Table showing rates and distances to Navsari and Bhavnagar Docks from places on the T. V. Rly.

To Navsari.

From	Miles.	T. V. Rly. Rate.			B. B. & C I. Rate.			Total.		
		Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Bardoli ...	33	0	0	8½	0	0	9½	0	1	6
Nandurbar ...	113	0	2	4	0	0	8	0	3	0
Dondaicha ...	135	0	2	9	0	0	8	0	3	5
Sindkheda ...	147	0	3	0	0	0	8	0	3	8
Nardana ...	155	0	3	2	0	0	8	0	3	10
Amalner	173	0	3	6	0	0	8	0	4	2
via Amalner.	...	0	3	3	0	0	8	0	3	11

To Bhavnagar Docks.

From	Miles	Old Rate. T. V. Ry.	Old Rate. B. B. and C. I. Rly.	Old Rate. B. G. Ry.	Old Rate. Total.	New Rate. T. V Ry.	New Rate. B, B, and C. I. Rly.	New Rate. B. G. Ry.	New Rate. Total.
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs a. p.	Rs. a. p.	Rs a. p	Rs. a. p.	Rs. a. p.
Bardoli	346	0 0 7	0 4 10	0 2 11	0 8 4	0 0 2	0 1 11	0 0 11	0 3 0
Nandurbar ..	113	0 2 4	0 4 10	0 2 11	0 10 1	.....	.....	.....	.....
Dondaicha ..	448	0 2 9	0 4 10	0 2 11	0 10 6	0 1 0	0 1 11	0 0 11	0 3 10
Sindkheda ..	460	0 3 0	0 4 10	0 2 11	0 10 9	0 2 1	0 1 11	0 0 11	0 3 11
Nardana... ...	468	0 3 2	0 4 10	0 2 11	0 10 11	0 1 2	0 1 11	0 0 11	0 4 0
Amalner ...	486	0 3 6	0 4 10	0 2 11	0 11 3	0 1 4	0 1 11	0 0 11	0 4 2
via Amalner...		0 3 3	0 4 10	0 2 11	0 11 0	.....	.....	.....	.....

Taking only one instance from the above table, Amalner, the rate therefrom to Bhavnagar Docks now is Re. 0-4-2 per maund for *a distance of 486 miles* while the same rate is charged to us for distance of only 173 miles. The via Amalner rate also having been reduced to the same level in the case of seed consigned to Bhavnagar, affects us adversely in our purchases on the G. I. P. Stations beyond Amalner.

7. A long correspondence took place on this subject between the B. B. and C. I. Railway, and ourselves. Cottonseed is a favourite ration of cattle food in Kathiawar, which therefore imports very large quantities of the commodity annually. Before the new rates, the Kathiawari, as mentioned in the preceding paragraph, bought his requirements in Bombay and Gujarat. He soon found that the new rates gave him advantages in purchasing directly in Khandesh and Berars, and the rates for Bombay and other places still being the same, was able, in competition, to offer a higher price for the seed—the difference in value offered by him and that offered by other buyers being exactly equal to his gain in freight. Mr. Hanson does not admit this argument, although our contention has been fully illustrated by the ruling rates at the various stations since the new rates for Bhavnagar came into force.

8. The B. B. and C. I. Railway further contend that the new rates have been necessitated by sea competition. In order to enable you to follow this argument fully, we may as well tell you, that previously the seed purchased by the Kathiawari in Khandesh and in the district of Surat went to Bhavnagar *via* Surat by sea. It may have become necessary for the B. B. and C. I. Railway to overcome this sea competition, but then it must be remembered that such competition comes into play for Surat only. There is no

sea trade between Surat and places on the T. V. Railway, and there was thus no need for reducing the rates between these places. The right course should have been to quote a competitive rate between Surat and Bhavnagar, but strangely enough, this rate has been left intact. Without the lower rates; the seed business in Khandesh would not have suffered in the least and the income from this source of the Tapty Valley Railway would in no way have been affected. It is true that all the seed from the Tapty Valley Railway found its way to Bhavnagar by transhipment to Surat; the railways, therefore, who lost this traffic were the B. B. and C. I. Railway, and the B. G. Railway. The Tapty Valley Railway, did not suffer at all, yet their interests have been sacrificed, in order that the two railways may get a share of the traffic. It is only an instance of robbing Peter to pay Paul, as the Re. 0-4-2 (the rate from Amalner) which went exclusively to the Tapty Valley Railway previously, is now divided amongst the three railways concerned.

9. This discrepancy was pointed out to Mr. Hanson, but he is not prepared to admit the logic thereof. He says that there can be no competition in the matter of seed purchase between the Kathiawari and ourselves as even the new rate is dearer than the total sea-cum-rail rate which the Kathiawari paid before. Unfortunately, this is not the case as will be obvious from the following figures taking once again the instance of Amalner.

Total cost of transporting seed from Amalner to Bhavnagar Docks, at the new rate of Re. 0-4-1 per maund =Rs. 7-1-5 per ton.

Sea-cum-rail cost of transporting seed as above Railway freight, Amalner to Surat,

At $3\frac{1}{2}$ as. per maund	Rs.	6-0-0	per ton.
Cartage in Surat	„	1-0-0	„ „
Agency and other charges in Surat.	„	1-8-0	„ „
Insurance	„	1-0-0	„ „
Freight, Surat to Bhavnagar, *lowest*.	„	4-0-0	„ „
Total ...	„	13-8-0	

In the Amalner market alone, the Kathiawari thus has an advantage of Rs. 6-6-6 per ton over other buyers and well can he afford to outbid them as, according to a well known principle of economics, given adequate demand for an article, its ruling price is determined by the price of that quantity which costs highest to produce (or to import) it. In the case of Kathiawari, this determining quantity is the seed imported by him from Bombay.

10. The following table represents rates for cotton-seed from certain stations on the B. B. and C. I. Railway, to Bombay and Navsari with the respective distances :—

Table showing Rates and Distances to Bombay and Navsari respectively from certain Stations on the B. B. and C. I. Railway.

From	To Bombay. Miles.	Rate. Rs. a. p.	To Navsari. Miles.	Rate. Rs. a. p.
Ankleshwar ...	198	0 2 1	49	0 2 2
Broach... ...	204	0 1 9	55	0 2 3
Chamargam ...	211	0 2 11	62	0 2 6
Palej	219	0 2 11	70	0 2 8
Miangam ...	229	0 3 4	80	0 2 8

	Miles.	Rs. a. p.	Miles.	Rs. a. p.
Baroda ...	248	0 3 6	99	0 3 3
Dabhoi ...	249	0 3 10	90	0 3 5
Bodeli	274	0 3 6	115	0 4 0

Distance for distance the rates to Navsari are very high and the injustice done to us is quite obvious. Here, again the argument of sea competition is urged in favour of the Bombay rates by the B. B. and C. I. Railway.

11. The rate for cottonseed for Navsari to Bombay is Re. 0-2-3 while the reverse rate, from Bombay to Navsari, or *via* Dadar to Navsari is Re. 0-1-0. We are thus precluded from buying seed in Bombay or from sending goods *via* Dadar.

12. We now come to the rate for the manufactured products, and will take up the question of the oil-cake first. Most of our output of cake, until quite recently, was exported to England, and the rate from Navsari to Bombay (Carnac Bridge) was Re. 0-3-2 per maund subject to consignments in wagon loads. This was subsequently reduced to '18 pie per maund per mile subject to the terminal charges, and although it appears cheap and reasonable at first sight, the calculated rate for Carnac Bridge still comes to Re. 0-2-11. We cannot understand why it does not pay the railway to reduce this rate if the lower rate of 0-2-3 for cottonseed pays them. In a wagon the same quantity of cake can be loaded as that of seed.

13. For Stations other than Bombay, the rate might be reasonable, but the condition of wagon-loads operates against us. Except the Government Military Dairies, we have not been able to find customers in India who would buy full wagon loads of cake at a time and we have lost

customers because the rate for smaller quantities is, as usual, $\frac{1}{3}$ pie per maund per mile and prohibitive. The Military Farms have bought from us not because of the cheaper rate mentioned above for quantities in wagon-loads, but because of the special Military rates, which are one of the basis of so much per mile per wagon irrespective of the nature of the articles; they have thus the facility to take mixed consignments of hulls and cake in case they do not require a full wagon load of either. This facility is denied to the ordinary buyer.

14. As regards the rate for Oil, we have nothing to complain except that a recent order now requires us to place in a wagon 340 tins, where we formerly could load between 180 and 220 tins according to the floor area of the wagon. The new condition compels us to load the tins in two layers, one upon the other, and the tins are consequently exposed to damage and leakage due to knocking in the frequent shuntings. We asked the B. B & C. I. Railway to cancel their new order and let things remain as before, but without any avail.

15. The rate for sweet oils consigned from Bombay to Madras is Re. 0-11-3 per maund. For consignments of oil direct from Navsari to Madras is Rs. 1-10-4. We pointed out to the G. I. P. Railway that the rate for oil from Navsari *via* Dadar was Re. 0-4-2 and adding to this the rate from Bombay to Madras, the total should be Re. 0-15-5 and that it was unjust to charge our consignments at Rs. 1-10-4. The G. I. P. Railway replied that the Bombay to Madras rate was a port to port rate and that they were not prepared to apply it to traffic originating at internal stations, though they were willing to reduce their own proportion from $\frac{1}{3}$ pie to $\frac{3}{4}$ pie per maund, per mile, when the total rate, Navsari to Madras, would be Rs. 1-7-4 as against Rs. 1-10-4. Considering the competi-

tion in the sweet oil business, even the revised rate is considerably higher than the rate of Re. 0-15-5. We have often lost orders for mere differences of two to four annas a tin (35 lbs.) and if the lower rate were granted to us much business with Madras could be done to advantnge both to the railways and to ourselves.

16. We had long correspondence with the B. B. & C. I. Railway, on the question of giving us a railway siding into our factory which is, unfortunately, about a mile distant from the railway station, but quite close to the railroad on the Bombay side and to the west thereof. The B. B. & C. I. Railway, have kindly expressed their willingness to extend an existing siding right up to our factory, but on the eastern side of the railroad. This would, of course, be convenient to us, but would still entail a large expenditure of unnecessary carting and handling.

(i) A siding on the western side of the railroad branching off from the main line from a convenient point and extending right up to our factory.

(ii) A small station near our factory to be maintained at our own expense.

Both these were disallowed by the Railway.

17. We have here outlined our grievances and now appeal to you for their redress. In doing so, we would politely invite your attention to a circular issued by you some time ago, wherein it was recommended that railways should give cheap rates and other facilities to indigenous industries, even at the sacrifice of some income if needs be, the development of such industries in future more than recompensing the railways for the immediate sacrifice involved. If in presenting our case to you, we have been rather lengthy, taking up a considerable portion of your

valuable time, we wish to be excused for the same. We sincerely trust, in conclusion, that you will see your way to influence the railways concerned in giving up cheap, competitive rates, not on any new or special basis, but on lines on which the rates for certain places are already in existence.

We have the honour to be,

Sir,

Your most obedient servant,

for The Indian Cotton Oil Company.

KOTHARI SUTARIA & Co.,

Agents.

15th March 1916.

From

THE SECRETARY

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE SECRETARY,

Commerce and Industry Department,

Government of India,

DELHI.

Sir,

I am directed by the Committee of this Chamber to forward to you herewith a copy of a representation addressed by Messrs. The Indian Cotton Oil Company, Limited, a member of this Chamber to the President of the Railway Board, Simla, for your favourable considera-

tion. My Committee beg to draw your attention to the fact that the cotton oil industry is one of the industries which require greatly to be developed in this country and that the Company in question has succeeded where several others failed, after strenuous exertions. My Committee beg, therefore, to request you to be pleased to consider all the questions dealt with in the representation favourably and to arrange to give it the facilities wanted by it.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

No. 2295-17.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Industries).

Delhi, the 22nd March 1916.

From

A. H. LEY, ESQ., I. C. S.,

Deputy Secretary to the Government of India,

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I am directed to acknowledge the receipt of your letter dated the 15th March 1916, and to intimate that it will be

submitted for the consideration of the Government of India.

I have the honour to be,

Sir,

Your most obedient servant,

A. H. LEY,

Deputy Secretary to the Government of India.

No. 5490-17.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Industries).

Simla, the 6th July 1916.

From

A. H. LEY, ESQ., I. C. S.,

Deputy Secretary to the Government of India.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

In continuation of this Department letter No. 2295-17, dated the 22nd March 1916, I am directed to forward, for information of your Chamber, a copy of a letter from the Government of India, Railway Department, to the Agents, the Indian Cotton Oil Company, Limited, on the subject of their representation regarding the rates quoted by the

Bombay, Baroda and Central India and the Great Indian Peninsula Railways for the carriage of raw materials to Navsari where the Company's factory is situated, and of the finished products from Navsari.

I have the honour to be,

Sir,

Your most obedient servant,

A. H. LEY,

Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(Railway Board).

No. 339 T.-16.

Simla, the 28th June 1916.

To

THE AGENTS,

The Indian Cotton Oil Company, Limited,

Hummum Street, Fort, BOMBAY.

Gentlemen,

In continuation of Railway Board's letter No. 339 T/16, dated the 17th March 1916, I am directed to say that the Railway Board have made a thorough enquiry into the question of rates, quoted by the Bombay, Baroda and Central India and the Great Indian Peninsula Railways for the carriage of raw materials to Navsari and of the finished products from Navsari, and find that the following concessions have been made by the Bombay, Baroda and Central India and the Great Indian Peninsula Railways in

favour of the development of the business of the Indian Cotton Oil Company, Limited, since it was established at Navsari.

(*a*) Rates for cotton seed from many stations on the Great Indian Peninsula and Bombay, Baroda and Central India Railways to Navsari were substantially reduced.

(*b*) A special reduced rate of Re. 0-4-0 per maund was quoted for cotton seed oil from Navsari to Bombay against Re. 0-4-9 per maund, the rate previously in force.

(*c*) Special reduced wagon mile rates were quoted for cotton seed husk from Navsari to any station on the Bombay, Baroda and Central India Railway system and special reduced wagon rates to Bombay, to *via* Amalner and to *via* Dadar.

(*d*) Special reduced rates per maund for oil-cake in wagon loads were quoted from Navsari to *via* Ujjain (for traffic to Karonda), to *via* Dadar Junction and to Jubbulpore as also a reduced uniform rate of '18 pie per maund, per mile for traffic to any other station on the Bombay, Baroda and Central India Railway.

(*e*) The Great Indian Peninsula Railway agreed to charge cotton seed oil from *via* Dadar to *via* Raichur at '25 pie per maund, per mile—the rate at which cotton seed is usually charged on the Bombay, Baroda and Central India and Great Indian Peninsula Railways.

(*f*) The Bombay, Baroda and Central India Railway allow kerosine oil from Bombay with empties moving in the same direction to be loaded in two tiers and the same concession was extended to oil from Navsari moving in the loaded direction in order to encourage the cotton oil industry. Kerosine oil in tins has been loaded up to 3 tiers in a wagon without doing any damage.

2. The Bombay, Baroda and Central India Railway are further prepared to quote the same rate for cotton seed from Bombay to Navsari as is in force from Navsari to Bombay but the Agent reports that you have not applied to them. The higher rate hitherto quoted from Bombay to Navsari is due to the fact that there is no traffic in that direction.

3. In regard to the question raised in paragraphs 6 to 9 of your letter as to the effect of the special rates for cotton seed quoted by the B. B. & C. I. Railway in conjunction with other lines for through booking from stations on the Tapti Valley Railway to Bhavnagar Docks I am to say that the Railway Board find that the rise in price of this commodity in Khandesh alluded to by you, cannot fairly be ascribed to the quotation of these special rates and was probably due to other causes. Moreover, the Agent, B. B. & C. I. Railway, reports that the total cost of transporting cotton seed from the Tapti Valley Railway stations to Bhavnagar by the all rail route, even after the rate on the B. B. & C. I. Railway had been reduced remains considerably higher than the cost by the combined rail and sea route and therefore the reduction in the railway rate did not place the Kathiawar dealer in a more favourable position as regards his purchases in the Khandesh markets than he had been in previously.

In absence of any proof to the contrary the Railway Board consider that the rates quoted for cotton seed to Navsari are fair and they regret that they are unable to admit your argument that because special rates are quoted by the Railway to another station with the object of securing traffic over a longer mileage, which they would not otherwise get, that similar low rates should be quoted to Navsari over a much shorter mileage.

4. I am to add that after a careful consideration of your representation and of the concessions which have been granted in your favour the Railway Board are satisfied that the Indian Cotton Oil Company has been fairly treated by the two railways and that there is no necessity for them to interfere in the matter.

I have, etc.,
A. T. STOWELL,
Assistant Secretary, Railway Board.

No. 793.

THE INDAIN COTTON OIL Co., LD.
Hummum Street, Fort,
Bombay, 17th March 1916.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

Dear Sir,

We beg to acknowledge the receipt of your favour dated 16th instant enclosing copy of a letter dated the 15th instant and addressed to the Secretary, Commerce and Industry Department, Government of India. Kindly convey our best thanks to your Committee for their kind recommendations on our behalf.

Yours faithfully,
for The Indian Cotton Oil Co., Ld.,
KOTHARI SUTARIA & Co.,
Agents.

APPENDIX N.

Subsidiary Rules for the Port of Bombay under the Indian Ports Act.

No. 1528.

General Department.

Bombay Castle, 1st March 1916.

From

P. W. MONIE, ESQ.,

Acting Secretary to Government;

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

SIR,

I am directed to forward herewith a copy of Government notification No. 1527, dated the 1st March, 1916, publishing draft subsidiary rules for the Port of Bombay under the Indian Ports Act, and to request that Government may be favoured with any remarks the Chamber may have to make in respect of the rules.

I have the honour to be,

Sir,

Your most obedient servant,

P. W. MONIE,

Acting Secretary to Government.

GENERAL DEPARTMENT.

Bombay Castle, 1st March 1916.

No. 1527.—The following draft of a notification which it is proposed to issue in exercise of the powers conferred by section 6, sub-section (*1*), clause (*p*). of the Indian Ports Act, 1908 (XV of 1908), is published for the information of all persons likely to be affected thereby and notice is hereby given that the draft will be taken into consideration by the Governor in Council on or after the 15th of April 1916.

2. Any objection or suggestions which may be received by the Secretary to Government in the General Department from any person with respect to the draft notification before the date fixed as aforesaid will be considered by the Governor in Council.

Draft Notification.

No.—In exercise of the powers conferred by section 6 sub-section (*1*), clause (*p*). of the Indian Ports Act, 1908 (XV of 1908), and with reference to Government Notification in the General Department No 5331, dated the 6th July 1915, the Governor in Council is pleased to make the following subsidiary rules, namely:—

1. For the purposes of regulations 2 and 8 of the said regulations the only persons other than members of the Port Health Staff and Sanitary Police, authorized to board a vessel exhibiting the signals prescribed in regulations 2 and 3 of the said regulations, and rule 3 of these subsidiary rules without the special permission of the Health Officer are Pilots, Customs Officials and members of the Water Police on duty, and the provisions of regulation 8 of the said regulations shall not apply to craft conveying such persons to the vessel: Provided that in the case of a foreign vessel exhibiting the signals, pre-

scribed in rule 3 of these subsidiary rules, the Consular representative interested therein may also board the vessel without the special permission of the Health Officer.

2. For the purpose of regulations 2, 7, and 32 (*t*) of the said regulations, the special anchorage referred to therein shall be as follows, namely, inside a radius of one quarter of a mile of the following positions :—

Karanja Beacon Transit North

Karanja Buoy	... S. 24½° E.	True Bearings.
Dolphin Light House ...	... S. 72° W.	
Rajabai Clock Tower ..	... N. 86° W.	
Tucker Beacon and Light	... N. 5° W.	
Butcher Beacon	... N. 54° E.	

and shall in no case be less than half a mile from the nearest vessel or from the nearest land at low water.

Provided that infected pilgrim ships returning from Jeddah may be anchored at a convenient distance from Malet Bunder for disembarkation of pilgrims and at a distance of at least a quarter of a mile from other vessels

3. Masters of departing vessels cleared for final medical inspection shall hoist the "Q" flag and keep it flying by day and three lights arranged vertically by night until the vessels weigh anchor.

4. For the purposes of regulation 16 of the said regulations application for vaccination equipment and staff shall be made to the Superintendent of Vaccination, Presidency Circle, and for plague inoculation equipment and staff to the Executive Health Officer, Bombay Municipality.

5. For the purposes of regulation 18 of the said regulations, persons suffering or suspected to be suffering from small-pox, chicken-pox, measles, cholera, typhus and scarlet fever, if removed by the Health Officer shall be

sent to St. George's Hospital in the case of Europeans, and to the Arthur Road Hospital in the case of Indians, or to such other camp or hospital, whether ashore or afloat, as may be appointed from time to time by Government for the purpose.

6. For the purposes of regulations 19 and 28 of the said regulations, persons suffering from plague shall be sent to the St. George's Hospital in the case of Europeans, and to the Maratha Hospital in the case of Indians, or to such other camp or hospital, whether ashore or afloat, as may be appointed from time to time by Government for the purpose.

7. For the purposes of regulation 33 of the said regulations, any person suffering or suspected to be suffering from sleeping sickness permitted to land shall be removed to the Arthur Road Hospital or to such other camp or hospital, whether ashore or afloat, as may be appointed from time to time by Government for the purpose.

8. For the purpose of regulation 35 (*1*) of the said regulations, persons suffering or suspected to be suffering from jigger shall, in the case of Europeans, be removed to St. George's Hospital and, in the case of Indians, to the Jamsetji Jijibhai Hospital or the Gokuldas Tejpal Hospital, or such other camp or hospital, whether ashore or afloat, as may be appointed from time to time by Government for the purpose.

9. For the purposes of regulation 51 of the said regulations, any person prevented from embarking and sent by the Health Officer to a hospital shall be sent to any of the hospitals referred to in Rules 5, 6, 7 and 8 of these subsidiary rules according to the disease from which such person is, or is, suspected to be, suffering.

10. For the purposes of regulations 18 (*6*), 32 (*6*) and 35 (*4*) of the said regulations the pumping out of water-tanks and bilges and the discharging of earth or sand ballast shall be carried out outside of port limits:

Provided that for the purposes of this rule the area prescribed as a special anchorage in rule 2 of these subsidiary rules shall be considered to be outside port limits.

11. For the purposes of regulation 19 (*6*), 21 (*2*) and 32 (*5*) of the said regulations fumigation shall be effected by means of sulphurous acid gas generated either in a Clayton apparatus on a barge alongside of the vessel or on board by burning sulphur in suitable receptacles by the employment of cylinders of sulphurous acid gas liquified under pressure or by hydrocyanic acid gas generated either in a portable machine which can be conveyed and lifted on to vessels as required or by stationary plant kept on vessels for the purpose.

12. For the purposes of regulation 45 of the said regulations, if a vessel leaves within twenty-four hours after the medical examination and the time of departure be after sunrise on the day after that of the medical examination the master of the vessel shall send the bill of health to the Health Officer to have the date of departure amended.

13. The Master of every vessel anchoring at the special anchorage referred to in rule 2 of the subsidiary rules shall permit the Health Officer to examine medically the passengers and crew of the vessel, and shall render every assistance in his power for the carrying out of such inspection. He shall be bound to make a true declaration to the best of his knowledge and belief to the Health Officer of all circumstances known to him in connection with the occurrence of recent sickness, death or rat mortality on

the vessel and shall, if required, permit the Health Officer to examine the ship's log and to ask any questions he may desire of the passengers or members of the crew.

By order of His Excellency the Right Honourable the Governor in Council,

P. W. MONIE,

Acting Secretary to Government.

19, Bank Street,

Old Telephone Buildings,

6th April 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

P. W. MONIE, ESQ., I. C. S.,

Acting Secretary to Government,

General Department,

BOMBAY.

Sir,

With reference to your letter of the 1st March 1916, No. 1528, I am asked to inform you that the Committee of this Chamber have no suggestions to make in the matter.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX O.

Adulteration of Indian Bees-Wax.

R. S. R. No. 196 of 1916.

From

P. ECCLES, ESQ., B. A., I. C. S.,

Offg. Collector of Customs,

BOMBAY.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Bombay Customs House,

January 15th, 1916.

Sir,

Under instructions from Government I have the honour to inform you that the Government of India have received a communication from the India Office, Revenue and Statistics Department, London, on the subject of the adulteration of Indian bees-wax exported to Russia. It is stated that about six months ago the Russian Church authorities gave their English agents permission to supply East Indian wax for the manufacture of church candles, but that the samples of Indian wax proved so unsatisfactory being adulterated with paraffin wax that the Russian authorities were thinking of discontinuing the use of the Indian material. It is essential that all wax purchased for the Russian church should be free from

adulteration and, if a continuous supply of pure bees-wax could be obtained from India it is probable that the greater part of the Russian bees-wax trade would remain permanently in British hands resulting thereby in a steadily increasing industry for India. There appears to be an excellent outlet for supplies of the pure wax from India, but a continuance of the present system of adulteration would prove a serious menace to the industry.

I have the honour to be,

Sir,

Your most obedient servant,

P. ECCLES,

Offg. Collector of Customs.

19, Bank Street,
Old Telephone Buildings,
6th April 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

P. ECCLES, ESQ., B. A., I. C. S.,

Offg. Collector of Customs,

BOMBAY.

Sir,

The Committee of this Chamber have fully considered the question contained in your letter of the 15th January 1916. They are informed that the wax received in Bombay for export purposes is generally adulterated, the refraction

being sometimes equal to 15 per cent. The cause of this adulteration is that the commodity has to pass through several hands after it is taken from the forests. My Committee think that as it is generally very poor people who get the stuff from the forests and as it has to pass through several hands before coming to Bombay for being exported, the only remedy would appear to be to lease a portion of forests to people interested in this trade so that the purity of the stuff may be assured.

I beg to remain,
Sir,
Your most obedient servant,
J. K. MEHTA,
Secretary.

APPENDIX P.

Duty on Pearls.

THE INDIAN MERCHANTS' CHAMBER & BUREAU.

Press Note.

19, Bank Street,
Old Telephone Buildings,
13th March 1916.

(A copy of a telegram sent by the Indian Merchants' Chamber and Bureau to the Hon'ble Sir William Meyer, Finance Minister, *re*: 7½ per cent. duty on the Import of Pearls.)

"Committee of the Indian Merchants' Chamber beg respectfully to bring to your notice the impending disastrous effects, of proposed 7½ per cent. impost on imports of pearls into Bombay from abroad. Bombay has been and is the distributing centre for pearls all over the world in a saleable form, and of its total imports more than 75 per cent.

are re-exported. In view of recent tendency of Continental firms to trade direct with Persian Gulf, which tendency would receive positive encouragement by the proposed duty, eventually causing a total diversion of the pearl trade from Bombay, my Committee are sure Government of India would not expose Bombay pearl traders to the grave risk of pearl trade being wiped off, in the very near future and pray that pearls be exempted from duty as here-to-fore.

Committee lodges this humble but empathic protest only because they are convinced the proposed duty will surely lead to an eventual cessation of trade in a commodity the major portion of which passes through Bombay for commercial purposes only."

Copies of this telegram were also sent to the Hon'ble Sir W. H. Clark, Member for Commerce and Industry, the Hon'ble Sir Fazulbhoy Currimbhoy, the Hon'ble Sir Ibrahim Rahimtoolla, and the Hon'ble Mr. Birkett

With reference to this the following communiqué was issued in Delhi.

Bombay Pearl Trade.

Delhi, 8th March 1916.

Some anxiety having been expressed as to the extent to which the new Customs Duty would affect the Bombay Pearl Trade, Sir William Meyer took the opportunity afforded by the discussion in the Imperial Legislative Council on the Tariff Bill to explain matters. He stated that provided the pearls on re-export from India could be intentified as having paid duty on import, they would be entitled to claim a refund of $\frac{7}{8}$ths of the duty under Section 42 of the Sea Customs Act If they were not capable of the necessary identification--and this was a question of

fact which would be examined by the Government of India —it was still open to the latter, should it appear to them that the trade was in serious danger of being diverted from India by the new duty, to exempt the pearls under section 23 of the Sea Customs Act wholly or partially from the duty.

J. K MEHTA,
Secretary.

Telegram dated Delhi, 16th March 1916.

From

THE GOVERNMENT OF INDIA,
Commerce and Industry Department,
DELHI.

To

THE CHAIRMAN,
Indian Merchants' Chamber and Bureau,
BOMBAY.

2105-W. Your telegram fifth to Hon'ble Sir William Clark and Hon'ble Sir William Meyer. Notification issues to-day exempting pearls unset from payment of import duty.

Telegram, dated 16th March 1916.

From

THE CHAIRMAN,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

To

THE GOVERNMENT OF INDIA.
Commerce and Industry Department,
DELHI.

Committee of Indian Merchants' Chamber deeply grateful for prompt action in the matter of duty on pearls. Trade greatly relieved.

D. E. WACHHA.

No. 3022 of 1916.

Revenue Department.

Bombay Castle, 17th March 1916.

From

J. A. POPE, ESQ., I. C. S.,

Under Secretary to the Government of Bombay.

To

THE CHAIRMAN,

Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I am directed to state that the Government of India have decided to abolish the 7½ per cent. *ad valorem* duty on pearls unset, and to admit their import free of duty.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. POPE,

Under Secretary to Government.

Dated 19th March 1916.

To

THE PRESIDENT,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Dear Sir,

On behalf of the Pearl Merchants' Association, I beg to tender my most heartfelt thanks for the assistance your Chamber have rendered us, by supporting our cause of getting the exemption of pearls from the Import duty. I need hardly mention that the same have been very highly appreciated by them.

Yours truly,

HIRACHAND NEMCHUND,

President,

Pearl Merchants' Association, Bombay.

APPENDIX Q.

Election to the Legislative Council.

No. 270-L.

Office of the

Secretary to the Legislative Council,

Bombay Castle, 1st February 1916.

From

J. NISSIM. ESQ., I. C. S.,

Secretary to the Legislative Council

of the Governor of Bombay.

To

THE CHAIRMAN,

The Indian Merchants' Chamber and Bureau.

BOMBAY.

Sir,

With reference to your letter, dated the 10th January 1916, I have the honour to forward herewith, for your information and necessary action, a copy of Government Notification in the Legal Department No. 96, dated the 26th January 1916.

I have the honour to be,

Sir,

Your most obedient servant,

J. NISSIM,

Secretary to the Legislative Council

of the Governor of Bombay.

13th March 1916.

From

THE CHAIRMAN,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

J. NISSIM, ESQ., I. C. S.,

Secretary to the Legislative Council,

of the Governor of Bombay.

Sir,

With reference to your letter of the 1st February 1916, No. 270-L., I have the honour to send to you hereby names

and addresses of ten delegates elected by the Indian Merchants' Chamber and Bureau at a Special General Meeting held on Saturday the 11th instant, in connection with the election of the representative of the Indian Commercial Community on the Legislative Council, of the Governor of Bombay :—

	Names.	Addresses.
1.	Hon. Mr. D. E. Wacha ...	Temrind Lane, Fort, Bombay.
2.	Hon'ble Mr. Lallubhai Samaldas, C. I. E	65, Apollo Street, Fort, Bombay.
3.	Hon'ble Sir Fazulbhoy Currimbhoy.	Esplanade Road, Fort, Bombay.
4.	Sir Vithaldas Damoder Thackersey.	Hammum Street, Fort, Bombay.
5.	Walji Sunderji, Esq.	Ghadial Gulli, Mulji Jetha Market, Bombay.
6.	Purshottamdas Thakoredas, Esq., c/o. Messrs. Narandas Rajaram & Co.	Esplanade Road, Fort, Bombay.
7.	Motilal Kanji, Esq.	Gamthi Gulli, Mulji Jetha Market, Bombay.
8.	S. B. Billimoria, Esq., Auditor and Accountant.	Above Messrs. Thacker & Co., Esplanade Road, Fort, Bombay.
9.	Devidas Madhowji Thackersey, Esq.	Apollo Street, Fort, Bombay.

	Names.	Addresses.
10.	Narandas Haribhai, Esq. ...	Dadar Gulli-ni-Adiguli, Mulji Jetha Market, Bombay.

I have the honour to be,

Sir,

Your most obedient servant,

D. E. WACHA,

Chairman.

No. 798-L.

Office of the

Secretary to the Legislative Council,

Bombay Castle, 16th March 1916.

From

J. NISSIM, ESQ., I. C. S.,

Secretary to the Legislative Council

of the Governor of Bombay.

To

THE CHAIRMAN,

Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I have the honour to acknowledge the receipt of your communication dated the 13th March 1916, reporting the names of the delegates selected by the Indian Merchants' Chamber and Bureau.

2. It is presumed that the names and addresses of the delegates selected have been duly published in two

or more local newspapers and by notice at the office of your Chamber.

3. I may add that nomination papers will be supplied to such delegates as may ask for them.

I have the honour to be,

Sir,

Your most obedient servant,

J. NISSIM,

Secretary to the Legislative Council

of the Governor of Bombay.

17th March 1916.

From

THE CHAIRMAN,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

J. NISSIM, ESQ., I. C. S.,

Secretary to the Legislative Council,

of the Governor of Bombay.

Sir,

With reference to your letter of the 16th instant No. 978-L, I have the honour to inform you that the names of the delegates selected have been published in many local newspapers and also by notice at the office of the Chamber.

I have the honour to be,

Sir,

Your most obedient servant,

D. E. WACHA,

Chairman.

No. 879.

Office of the

Secretary to the Legislative Council,

Bombay Castle, 25th March 1916.

From

J. NISSIM, ESQ., I. C. S.,

Secretary to the Legislative Council

of the Governor of Bombay.

To

THE CHAIRMAN,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

With reference to the correspondence ending with your letter, dated the 17th March 1916, I am to forward herewith, for the information of your Chamber, a copy of the proceedings relating to the scrutiny of the nomination papers for the election to the Legislative Council by the Indian Commercial Community.

I have the honour to be,

Sir,

Your most obedient servant,

J. NISSIM,

Secretary to the Legislative Council

of the Governor of Bombay.

Council Hall, Secretariat,
24th March 1916.

Read Schedule VIII of the Regulations, and Government Notification in the Legal Department, No. 96, dated 26th January 1916, appointing *inter alia* 24th March 1916, for the scrutiny of nomination papers for the election by the Indian Commercial Community.

No person attends to examine the nomination papers.

Four nomination papers have been filled up in favour of the Hon'ble Mr. Munmohundas Ramji.

As only one duly nominated candidate stands for election, I hereby declare, under rule 8 (1) of Schedule VIII, the Hon'ble Mr Munmohundas Ramji to be elected.

(Sd.) J. NISSIM,
Secretary to the Legislative Council.
and Returning Officer.

APPENDIX R.

Determination of Landing dates of Goods in the Docks and abolition of Import Tally.

BOMBAY PORT TRUST.

Secretary's Office.
Ballard Road, Fort,
Bombay, 12th April 1916.

No B.-738.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY,

Sir,

I am directed to forward herewith a printed copy of a memorandum by the Docks Manager on the subject of proposed alteration in the system of determining the landing dates of goods in the Docks and the abolition of Import tally together with a covering Note by the Chairman of the Board.

The Memorandum explains essential points and the Trustees will be glad to have the views of your Association on the proposals and suggestions (if any) by at latest the 15th May next.

The Chamber of Commerce, Native Piece Goods Merchants' Association and Shipping Companies concerned have been similarly addressed.

I have the honour to be,

Sir,

Your most obedient servant,

.....,

Acting Secretary.

Covering note for the Chamber of Commerce and Merchants Association.

Accompaniment to Bombay Port Trust Secretary's letter No. B. 738 dated 12th April 1916.

Landing Dates and Tallies of Import Cargo, Bombay Docks.

The accompanying note drawn up by the Docks Manager has been considered by a special Committee of the Trustees and the suggestion to adopt the system in operation in Rangoon has been generally approved by them.

The Committee however recognise that the proposed alteration in system of dealing with Import Cargoes is a radical one and is a matter of considerable importance to merchants trading at Bombay and more particularly to the Shipping Companies.

While therefore they believe that the system proposed to be adopted will meet with approval in all its essential particulars especially in view of the greater simplicity of its working in connection with the free days allowed to cargo in the Transit Sheds they desire to be favoured with suggestions that the Chamber of Commerce or Merchants' Association may wish to make, before proceeding to the settlement of details of the scheme.

F. L. SPROTT,
Chairman,
Bombay Port Trust.

25th March 1916.

BOMBAY PORT TRUST DOCKS.

Landing dates and Tallies of Import Cargoes in the Bombay Docks.

(*Manager's No. L.-4-1.-5105, dated 2nd February 1916.*)

Attention has recently been directed to the question of procedure in ascertaining the dates of lading of import cargoes in the Bombay Docks. Dissatisfaction has, for some time, been felt with the present system and the whole matter has received consideration and been a subject of reference to other Port Trusts in India.

2. The question is important, for, from the date of landing of any specific consignment of import cargo the

free days, allowed by the Trustees, run, and thereafter, extra fees, in lieu of rent, are chargeable on all goods not cleared.

The System in Bombay.

3. All Import cargo is supposed to be tallied at the time of landing and the date on which cargo is shown in the tallies as landed is the date from which the free days run. Seven free days on dutiable, and five on duty-free goods are allowed. For the first five days of a vessel's discharge importers are given delivery of their goods without reference to the tallies. On and after the sixth day landing dates are required to be endorsed on all Bills of Entry presented. These endorsements are entered by the "Landing date" clerks in each of the Docks Cash Offices after reference to the tallies which are forwarded, from day to day, from the Transit Sheds. A visit to the Cash Office by a representative of each importer is necessary for this purpose and when it is stated that in respect of cargoes ex Anchor, Clan and other similar carrying liners, there are some 250-350 tally sheets the enormous amount of time wasted during a search through these sheets can be realised. The frequent endorsement of wrong dates leads to much unnecessary correspondence.

4. It often happens that packages, may be landed at nights or during a rush of work, are not tallied. In such case, if a vessel is still discharging, a "passing out of Docks" date is endorsed to enable an importer to clear his goods on that or the following day. If the particular consignment has not been then landed a further visit is necessary and so on. When a vessel has completed discharge and landed packages cannot be traced in the tally sheets the last date of discharge is endorsed on Bills of Entry.

5. Variations of this procedure are necessary in the case of kegs, casks, marble, tiles, etc., tallied under "various" or "nil" marks and for cargoes of bagged goods, rice, sugar, etc.

6. The difficulties, delays and expense to all parties and interests arising out of such a system can well be appreciated. Furthermore, in respect of considerable consignments entered on one Bill of Entry, many endorsements of "landing" and "passing out" dates are necessary and in such cases the assessment of charges is always a most complicated matter.

7. The whole system is undoubtedly in urgent need of a thorough revision.

The system at other Ports.

Calcutta.—

8. The system followed at Calcutta is substantially the same as at Bombay.

From a reply by the Secretary to the Calcutta Port Commissioners to a reference on the subject made some few months ago, it would appear that similar discontent is felt with this system in Calcutta. He states the whole is under examination.

Karachi.—

9. At Karachi an entirely different, and apparently a simpler method obtains. The system is outlined in the following orders of the Karachi Board of Trustees :—

> "The landing date of a steamer will be the day on which the bulk of the cargo has been landed in the Import Yard.

The landing date will be fixed by the Superintendent, Export and Import.

Five working days will ordinarily be allowed free thereafter, subsequent to which demurrage will be charged.

The Superintendent, Export and Import, may grant such extension of the free days as he considers necessary in the case of portions of consignments landed in the Import Yard subsequent to the landing date.

An extension will also be made in case of wines and spirits, the landing date for which will be the day on which the last case is landed in the Yard.

The Superintendent, Export and Import, shall grant necessary extensions of the free days when consignments landed cannot be traced through no fault of the Importers before the expiry of the free days.

Provided that the period of such extensions will be regulated by the quantity of goods ready for clearance and will commence from the time they are available for delivery. Enquiry letters will be replied to in due course, but Importers must, in the first instance, obtain information regarding their goods by daily verbal enquiries from the warehouse managers who will, if the goods are not available, endorse the Delivery Orders to that effect."

10. In explanation, the Superintendent, Export and Import, Karachi Port Trust, has, under his No. 3655, dated 10th December 1914, given the following information :—

1. Bag cargo, iron, sundry and case goods are similarly treated.

2. The landing date of a steamer is the date on which the bulk of the cargo has been discharged in the Port Trust Warehouses, as fixed by the Superintendent, Import Yard.

3. In order to fix this date, the Warehouse Managers are supplied with a form which is filled in daily showing the number of packages, bags, or, in the case of iron, the number of wagon loads is discharged in the Yard. This statement is sent daily for inspection to an official, and when he finds that a sufficient number of goods have been discharged to fix a landing date, he does so, and this particular form is sent to the office for notification to the parties concerned. Generally the date fixed is the date when over 60 per cent. of the cargo has been deposited in the warehouses or Open, exceptions to this rule are made in the following cases :—

   (1) In the case of wines and spirits, the landing date is the date on which the last case has been discharged in the warehouse. The reason for special treatment in this case is that for Customs purposes it is necessary that the entire consignment should be landed before a selection can be made for gauge and strength.

   (2) Goods shown in excess in the Outturn Report are allowed five free days from date of submission of report, the reason

of this concession being that Agents of steamers can only amend delivery orders of consignees, after the Outturn Report is sent to them by the Port Trust.

4. When goods cannot be traced through no fault of the Importer, extensions of the free days are granted by the Superintendent; these extensions are regulated by the quantity of goods ready for clearance, and commence from the time they are available for delivery."

11. The main objection to the adoption of a similar system in Bombay is the very large number of exceptions to the general rule of giving one landing date that are provided for and which evidently must be made in respect of the majority of import cargoes.

12. In one of the forms provision is made for six separate landing dates on different classes of commodities. And orders of the Board give power to the Superintendent, Export and Import, to grant numerous extensions of the free days for various reasons; in effect, to fix additional landing dates to meet all cases in any way exceptional.

13. An application of the general rule to declare a landing date when 60 per cent. of the cargo had been discharged, has been made to 10 typical Bombay Import liners cargoes

Line.	Vessel.	Dates of Discharge.	Total imports discharged	No. of days taken to discharge 60%		No. of days taken to discharge whole cargo.
			Tons.	Tons.	Days.	Days.
Anchor	S.S. "Scindia"	9/19-4-1914.	4,924	3,084	4	9
"	" "Elysia"	9/21-5-1914.	7,202	4,573	6	11
City	" 'City of Lahore"	11/19-4-1914.	5 332	3,668	4	9
"	" "City of Birmingham"	7/14-5-1914.	3,985	2,658	4	8
Clan	" "Clan Shaw"	16/30-4-1914.	5,980	4 005	7	13
"	" "Clan Chattan"	11/21-5-1914.	4,681	2,71.		11
Wilson	" "Montebello"	13/21-4-1914.	1,656	990	4	8
"	" "Colenso"	14/28-5-1914.	2,991	1,905	6	13
Hansa	" "Ravenfels"	3/16-4-1914.	5,874	3,872	7	11
"	" "Gutenfels"	6/19-5-1914.	6,412	3,787	6	12
				Average	5·2	10·5

14. Assuming a reduction of "free days" in the Bombay Docks from 7, as at present, to 5, it is evident that an extension of the free days would have been necessary, at the least, for all cargo landed on the last day of discharge of s. s. "Scindia", "Elysia" and "City of Lahore"; on the last 2 days of s. s. "Clan Shaw" and "Gutenfels" and on the last 3 days of s. s. "Clan Chattan" and "Colenso." And, in addition, special landing dates would have been declared in respect of the cargoes of Wines and Spirits, Iron, etc., Matches and Potatoes brought by one or each of the vessels detailed.

15. The conditions at Karachi, where landing from vessels is effected direct into Railway Wagons and where cargoes are thereafter discharged at the Import Yard in the open, where almost unlimited space is available, are very different to those under which work is carried on in the Bombay Docks. For the reasons above stated it is not thought the Karachi landing date system would be suitable to Bombay.

Rangoon—.

16. At the Port of Rangoon Import Cargoes are not tallied. Free time for the removal of cargo from the sheds or wharves is reckoned from the time and date a vessel completes her discharge. All cargo is allowed 3 clear days (72 hours) excluding Sundays and holidays, after final discharge of vessel; damaged cargo is allowed a further 2 clear days, for removal free of "extra fees." A uniform system is followed for bag, iron, case or sundry cargoes.

17. In explanation and amplification the Traffic Manager, Port of Rangoon, has afforded the following information:—

(*a*) Tallies in Rangoon were found to be hopelessly inaccurate and, in May 1910, the tallying of all Import Cargoes was discontinued with the exception of that of two of the lines that handled cargo between Asiatic Ports. In August 1911 agreements were come to with these 2 Lines, the British India Steam Navigation Company and Asiatic Steam Navigation Company, which provided for the abolition of tallies of the cargoes per these Companies' Vessels and the payment by the Commissioners of all claims for cargoes short delivered up to a certain fixed maximum in each year. This latter figure was based upon the actual expense that would be saved to the Commissioners by the abolition of tally clerks.

(*b*) No question of the payment of any claims was raised by the Local Agents of Lines bringing Import Cargoes from Europe. It is stated that, presumably, these Lines were content with the system in vogue for satisfying all concerned that goods landed into the Port Commissioners' charge could not leave the premises without their knowledge.

(*c*) Cargo on being landed on the wharf is carefully examined and any packages found in any way damaged are noted in a list called the "damage list" together with the damage specified. A copy of this list is supplied to the Agents.

Damaged packages, whether landed by day or night, are noted, the responsibility of the

Rangoon Port Commissioners being the same for all cargo whenever landed. (In Bombay the Trustees accept no responsibility for cargo landed at night, By-law No. 79.)

(*d*) The nature of the check on all cargo, European, Country and Coast is the same. A careful check is maintained at the Gates and no objections are raised to Agents, etc., keeping a staff at the Gates to watch their interests. It is stated that this is often done.

Two or three Agents' Representatives (as in Bombay) are always in the Transit Sheds during the time of discharge, and delivery of cargo.

(*e*) Within 5 days of final discharge of a vessel an Outturn Report of the cargo is made up in the Sheds by a comparison of the Delivery Lists with the Manifest, and all goods which cannot be found undelivered are shown as Short landed. Any excess cargo found is shown as Excess Landed. This Outturn Report is submitted to Agents, etc.

Responsiblity is only accepted by the Commissioners for goods which cannot be traced and are not shown in the Outturn Report as Short Landed. The Commissioners hereby have the opportunity of showing all cargo which they cannot actually produce as Short Landed. And it is only errors in delivery or mistakes of employees that can render them liable for payment of claims.

(*f*) No difficulty is stated to be experienced in, as a general rule, making up the Outturn Statement after 5 days.

In the busy season when consignees have exceptionally large consignments, there is sometimes a rush before the expiry of the "free days" and extra staff is put on to cope with it. This however is more the exception than the rule.

(*g*) Replying to a query raised as to the possible congestion of the Transit Sheds owing to the large number of "free days" permissible to consignments landed during the first few days of a vessel's discharge, the Rangoon Traffic Manager states:—"Consignees generally commence taking delivery as soon as they are able to get their documents through. There are some defaulters who always leave it till the last minute to get their goods away, but these are few in number."

18. The Rangoon System is very simple and has much to recommend it. The question of its adoption in the Port of Bombay merits consideration.

19. Two main points are raised—

1. The abolition of Import Tallies.
2. The question of Landing Dates for Import Cargoes and of "free days."

20. *The abolition of Import Tallies.*—

(1) As was experienced in Rangoon, the Tallies of Import Cargoes in Bombay are not satisfactory and, although

special efforts have frequently been made to make them more reliable, no lasting success has been possible. On the figures obtained by the Tallies, receipts are passed to Agents, etc., of vessels and, as detailed above, landing dates of specific consignments are extracted for endorsement on the Bills of Entry.

It has been a constant complaint by Agents, etc., of vessels that the receipts, so passed, are very inadequate.

By the abolition of Import Tallies in Bombay a considerable Port Trust expenditure (*e. g.*, clerks' wages, stationery, etc.) would be avoided and, from the amount so saved, it would be possible to meet the payment of possible claims on an increased scale and to provide for additional checking and supervising staff in the Sheds and at the Docks' Gates.

In place of the present daily receipts to the Agents, etc., of vessels a completed Outturn Statement would, as in Rangoon, have to be submitted on the 5th day after completion of a vessel's discharge. This statement is, under present procedure, not submitted often until after an interval of 2 months, in spite of continual efforts at expedition on the part of the Dock Officers.

This early submission of the Outturn Statement would, it is felt, be of great convenience to Agents, etc., and should entirely compensate for the abolition of the present most incomplete daily receipts.

(2). *The fixing of Landing Dates for Import Cargoes and of "free days."*

21. From the Tallies are abstracted the Landing Dates of cargo for endorsement on Bills of Entry and from these latter are calculated the "extra fees" on all cargo not cleared within the "free days." The abolition of Tallies

would necessitate the adoption of a system as in Rangoon —to give no Landing Dates but to allow 3 days after a vessel's discharge for all Import Cargo to be cleared from the Docks. What constitutes a vessel's discharge to be hereafter determined.

Certain exceptions to this general rule are indicated as being allowed in the Port of Rangoon. Others might be necessary in regard to certain cargoes in Bombay.

22. To summarise, the following main proposals are now submitted for consideration :—

(1) The abolition of the Port Trust tally of Import cargoes.

(2) In place of the receipts now passed by the Port Trust for cargo landed, *the Outturn Statement* to be supplied to Agents, etc., *five* days after a vessel has completed discharge.

(3) To cancel the present provisions (*vide* Item 11 *a* (1) and (2) Docks Scale of Rates as regards "free days" and to enact:—

(*a*) That free time for the removal of cargo from the Docks shall be reckoned from the time and date a vessel discharges her shore cargo.

(*b*) That 3 clear days (72 hours), excluding Sundays and holidays enumerated in By-law No. 106, as well (in the case of dutiable goods only) as any other days on which Imperial Customs Duty may not be received, shall be allowed for removal of cargo from the Docks free of "extra fees."

(*c*) That a further 2 clear days shall be allowed in respect of all damaged cargo.

J. A. CHERRY,
Manager.

21st March 1916.

Bombay, 9th May 1916.

From

THE ASSISTANT SECRETARY,
The Indian Merchants' Chamber and Bureau.

To

THE ACTING SECRETARY,
Bombay Port Trust.

By direction of my Committee I beg to acknowledge receipt of your letter No. B.-738 dated 12th ultimo giving cover to a note by your Chairman, together with a memorandum by the Docks Manager on the subject of the proposed alteration in the system of determining the landing dates of goods in the Docks and the abolition of import tally.

My Committee have nothing to observe on the question of the abolition of the import tally system.

As to the fixing of the landing date and the free days within which import cargoes should be cleared, my Committee consider that the period of three days, proposed to be granted as free of extra fees, is too short and will entail practical hardship and inconvenience on the importers. They are of opinion that at least 5 clear days excluding Sundays and holidays as enumerated in bye-law No. 106, are essential for clearance of non-dutiable goods, to be computed from the time that a vessel has *completely* discharged her cargo.

It should be distinctly understood that the above five days shall be exclusive of 2 clear additional days proposed to be allowed for damaged cargo.

I beg to remain,

Sir,

Your most obedient servant,

M. M. MUNSHI,

Assistant Secretary.

APPENDIX S.

Representative Capacity of Executors and Administrators in regard to Government Promissory Notes.

No. 1314 of 1916.

Financial Department.

Bombay Castle, 29th April 1916.

From

J. A. POPE, ESQ., I.C.S.,

Under Secretary to Government.

To

THE CHAIRMAN,

Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I am directed to forward copies of the letter from the Government of India, No. 172-A. dated 18th March 1916 and its accompaniment on the subject noted in the margin, and to request that this Government may be favoured with the opinion of your Chamber on the points raised in the letter.

Subject.

Proposed modification of the existing practice of the Public Debt Office in regard to Government promissory notes held or negotiated by persons who occupy the representative capacities of executors or administrators of the estates of deceased persons.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. POPE,

Under Secretary to Government

No. 172-A.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT.

Dated Simla, the 18th March 1916.

From

THE HON'BLE MR. J. B. BRUNYATE, C.S.I., C.I.E., I.C.S.

Secretary to the Government of India.

To

ALL LOCAL GOVERNMENTS

AND ADMINISTRATIONS.

Sir,

I am directed to address you on a matter affecting the existing practice of the Public Debt Office in regard to

Government promissory notes held or negotiated by persons who occupy the representative capacities of executors or administrators of the estates of deceased persons.

2. It has always been customary for the Public Debt Office to recognise the representative character of persons appointed as executors or holding letters of administration, and to issue Government promissory notes to them by renewal in their names by the description of their capacities as executors or administrators. Recently, however, the Government of India have been advised that the reference to administrators and executors involved in this practice amounts in terms to recognition of a trust and would thus probably contravene the provision of section 4 of the Indian Securities Act (XIII of 1886). The correct course it is said would be for the Public Debt Office to renew the notes in the names *simpliciter* of the individuals who are acting as executors or administrators, and they, so far as the Public Debt Office is concerned, would then be regarded as dealing with the notes in their personal capacity.

3. It has further been pointed out to the Government of India that section 92 of the Probate and Administration Act (V of 1881) lays down that where there are several executors or administrators, the powers of all may in the absence of any direction to the contrary in the will or grant of letters of administration, be exercised by any one of them who has proved the will or taken out administration. This affords an illustration of the difficulties which may arise from the practice referred to, as should it be held that the recognition of representative character amounts in law, notwithstanding the provision of section 4 of the Securities Act, to recognition of a trust the Government could not, it would seem, escape from the obligation of examining the will in order to ascertain whether a person applying as an executor for the renewal of a

promissory note is the sole executor and if not, whether he is authorised to act by himself, a course which would clearly be in contravention of the provisions of the Indian Securities Act. In such a case the Government, on the assumption last suggested as to the legal position, would be placed in an altogether anomalous position as being subjected as the result of their own practice to the obligation of two statutory provisions in direct conflict with each other. It should here be mentioned that the Government received advice from one of its previous legal advisers that "the effect of section 4 is that notice of a trust is not receivable by the Government, *i. e.*, that no words which can be used can have the effect of giving notice to Government of a trust." While, if this is a correct statement of the law, it will preclude any such questions as that last suggested, it definitely establishes the present practice to be irregular not only in form but in substance. The practice (following upon the original recognition of representative capacity) is to recognise, on the death of an original representative, not his representative but the representative of the person as whose executor or administrator he held, which is clearly contrary to the opinion under discussion. It has been pointed out to the Government that, in the present state of the law and in the light of the opinions above referred to, the existing practice cannot be considered free from the risks necessarily attendant upon the recognition of a right to property in persons other than those strictly entitled to it according to law.

4. On the other hand it has been represented to the Government of India that if the practice of the Public Debt Office were to be modified to conform to the view that the recognition of the representative capacity of executors or administrators is not permissible, the change

of practice might react unfavourably on the popularity of Government paper. In this connection the following considerations are of importance :—

(*a*) The existing practice is certainly convenient in that notes held by executors and administrators in their representative capacity can always be distinguished from the private property of those persons.

(*b*) If the procedure which is said to be required by the law as it now stands were to be followed, then on the death of an executor who has had transferred in his name notes to which he has become entitled in his representative capacity, it will be necessary for the legal representative of the executor to take out representation to the executor's estate before the notes can be transferred to the beneficiaries to whom they really belong. If the heirs of the executors prove obstructive or dilatory in carrying out this procedure, the beneficiaries will be greatly inconvenienced. Further there is the danger in such cases that the heirs of the executors, etc., either through ignorance or with fraudulent intention might attempt to alienate the notes in their own favour.

(*c*) The fact that a person in whose name notes have been renewed is described as an executor or administrator amounts to a notice to the public that the note is held in a fiduciary capacity and the intending purchaser is therefore set upon an enquiry regarding the power of the executor or administrator to deal with them and it is suggested that al-

though the beneficiaries have the usual legal means of maintaing their rights against any fraudulent dealings by such persons, it is not improbable that if the general public were asked for an opinion the present practice would be regarded by them as affording a valuable additional protection.

(*d*) On the other hand, the present practice is open to the criticism that it sometimes gives rise to questions which lead to delay in the recognition of endorsements.

5. The foregoing statement of the case indicates that there are two courses open to the Government, namely (1) to abandon the existing practice of recognising the representative capacity of executors and administrators in connection with transactions in Government promissory notes; and (2) to continue this practice, the law being amended in order to make it clear that such recognition is legal notwithstanding the general prohibition against taking notice of trusts. It may indeed be said that legislation is advisable in any case in view of the conflicting opinions which have been expressed by successive or different legal advisers of Government from time to time.

6. By adopting the second of the two alternative courses mentioned in the preceding paragraph the Government will render themselves liable to certain obligations such as for example that of scrutinising a will with reference to section 92 of the Probate and Administration Act. They recognise that the question is one in which they must be guided to a very large extent by the wishes of those whose convenience is likely to be affected by the particular procedure adopted. I am accordingly directed to request that public opinion may be consulted on the

questions stated in this letter; and that in particular the views of the Chambers of Commerce and the Presidency Banks, and perhaps also of individual representative members of the classes which chiefly invest in Government paper, may be obtained and communicated to the Government of India together with the observations of the Local Government. / your observations.

7. In order to facilitate the consideration of the questions involved a note is appended stating the practice of the Public Debt Office in regard to certain cognate matters affecting transactions in Government promissory notes.

I have the honour to be,

Sir,

Your most obedient servant,

J. B. BRUNYATE,

Secretary to the Government of India.

NOTE.

(1) . When it comes to notice that in letters of administration or probate limited powers have been granted it is the practice to issue a counterpart non-negotiable note on renewal. If the administration is not limited, a note in the ordinary form is issued. Possibly this practice also would have to be discontinued if it should be decided that the representative capacity of executors, etc., must not be recognised.

(2) The position of individuals holding certificates under the Succession Certificate Act (VII of 1889) is not identical in character with that of an executor or administrator and the Government of India are advised that a Succession Certificate is not indicative of trust. No difficulty arises therefore in such a case and when the powers of

certificate holders are not limited to drawal of interest the notes are renewed in the name *simlpiciter* of the certificate holders: otherwise a counterpart non-negotiable note is issued

(3) Guardianship is admittedly a trust and accordingly it is the practice to issue renewed notes in the names of the minor and not in that of the guardian. This practice affords the desired protection to the minors and has not given rise to any difficulty.

(4) Protection is also secured in the case of letters of administration *duranta minore ætate* which are granted in cases in which administration is limited to minority. In this case for the protection of the Public Debt Office and the public it has been arranged that the Public Debt Office should stamp notes issued in the name of or endorsed to administrators *durante minore ætate* with the words "limited to minority." A person dealing with such an adminstrator is therefore responsible for satisfying himself that the administrator has the power to deal with the notes. In this case it is no doubt not strictly in accordance with the Indian Securities Act that the Public Debt Office should recognise even to this extent the existence of a trust. On the other hand, the practice is undoubtedly convenient to the public: it does not expose Government to any risk and it would be possible to maintain this arrangement even if the representative capacity of executors, etc., were not otherwise recognised.

10th May 1916.

From

THE CHAIRMAN,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

J. A. POPE, ESQ., I. C. S.,

Under Secretary to Government,

BOMBAY.

Sir,

I have the honour to acknowledge receipt of your letter No. 1314, dated the 29th April, on the proposed modification of the existing practice of the Public Debt Office in regard to Government Promissory Notes held or negotiated by persons who occupy the representative capacities of executors or administrators of the estates of deceased persons, together with its enclosures.

Having given the matter their most careful consideration, my Committee are of opinion that it is most advisable and expedient to continue the present practice which has worked exceedingly well and to the satisfaction of the public. Abandonment of such a practice would, they apprehend, lead to misfeasance which must be avoided at all hazard. At times serious difficulties are most likely to occur in identifying and distinguishing investments of this specific character from the private property of persons acting in the capacity of executors or administrators.

Furthermore the innovation would in no way be popular and on such matters the credit of the Government paper in the market should not be allowed to suffer in any way.

In view of the above contingencies my Committee are strongly of opinion that the existing practice should be continued.

I beg to remain,
Sir,
Your most obedient servant,
D. E. WACHHA,
Chairman.

APPENDIX T.

Paris Economic Conference.

The following representation was sent by the Indian Merchants' Chamber and Bureau to the Commerce and Industry Department, Government of India, Simla :—

It is with feelings of extreme disappointment, if not alarm, that my Committee have noted the answers given in the negative by the Prime Minister and the Secretary of State for India to the questions put by Col. Yates and Sir J. D. Rees in the House of Commons whether India would be represented at the Economic Conference which commenced its sessions at Paris last week. The disappointment is more keenly felt as my Committee, in common with all classes of trading communities in India, had not unreasonably hoped for it, from the statesmanlike utterances which fell from the lips of Lord Hardinge in the Viceregal Council on the eve of the relinquishment of his exalted office. Though careful and cautious, he had no hesitation in saying that the declaration of his Majesty's Government on the subject of the Cotton Excise Duty which he and the Government of India were authorised to

make contained assurance that the fiscal relations of India in the Empire, towards the Empire and towards the rest of the world would be reconsidered after the war in connection with the general fiscal policy of the Empire, and that the best interests of India were being taken into account in postponing a decision about cotton duties which formed only a small fraction of the larger and broader fiscal system built up in India. He has reported to have further observed that he regarded the declaration as a far-reaching pronouncement, full of hope and promise, implying as it did the possibility, or he might even say the probability, of a broad reconsideration of the fiscal interests of India from a new "angle of vision," and that it placed the future position of India much higher than would have been done by the simple acceptance of the proposals of the Government of India. My Committee further recall the interpellation that was put on the subject of the Paris Conference in the Imperial Council on the 21st March 1916, by the Hon. Mr. Vijiaraghavachariar, when the Hon. Mr. Low replied that in his speech on the 7th March to a deputation of a Chamber of Commerce, the Prime Minister had emphatically stated that the interests of every part of the Empire, India being specifically mentioned, would be borne in mind, in entering on the Conference.

Under the circumstances stated above, the Committee of this Chamber fail to notice that there has been any change in the angle of vision, having regard to the fact of the studied exclusion of India from the Paris Economic Conference whose decision is expected to lead to far-reaching consequences at the close of the war. While India, which along with the Colonies has rendered and is still rendering yeoman's service to the Empire, is absolutely left unrepresented at the Conference, the Colonies are not only represented but over represented, which is

indeed most grievous. If India has been so studiously excluded at this hour from the deliberations of the Paris Conference, my Committee are entitled to enquire what hope have the people of this great country that their most vital interests on matters fiscal will be considered with anything like justice at the close of the war. The situation is indeed one which all India is justified on the facts above related, to view with the greatest apprehension, if not alarm and my Committee therefore respectfully appeal to the Government that they will take an early occasion to make a pronouncement which may allay this apprehension and prevent that popular dissatisfaction which it is otherwise certain to engender.

No. 5177.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(Commerce and Trade.)

Simla, the 29th June 1916.

From

A. H. LEY, ESQ., I. C. S.,

Deputy Secretary to the Government of India.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I am directed to acknowledge the receipt of your letter, dated the 19th June 1916, regarding the non-representation of India at the Paris Economic conference.

2. In reply, I am to point out that the information of your Chamber that the Colonies were represented at the Conference is not correct. No representatives of the Colonies attended the Conference and Mr. Hughes and Sir George Foster, to whom, presumably, you refer, attended the Conference only as representatives of the Imperial Government. Moreover, as explained in the Imperial Legislative Council on the 21st March 1916, in reply to a question by the Hon'ble Mr. C. Vijiaraghavachariar, His Majesty's Government do not propose to take any action on the recommendations of the Conference without full consultation with the Government of India and the Governments of the Dominions.

I have the honour to be,

Sir,

Your most obedient servant,

A. H. LEY,

Deputy Secretary to the Government of India.

APPENDIX U.

Wheat Export.

Telegram dated Simla, 30th April 1916.

From

THE GOVERNMENT OF INDIA,

Commerce and Industry Department,

SIMLA.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

2470-W. Following Press Communiqué issued to-day. The Government of India have decided that it is for the present no longer necessary to maintain the scheme announced on 25th March 1915 for controlling the export of wheat in the interests of the Indian consumer while permitting export by firms acting as the agents of Government. Prices have fallen to a comparatively low level while the demand from the United Kingdom for Indian wheat is now no longer an urgent matter. The Government of India have now decided that the normal conditions of private export may for the present be restored subject to a maximum restriction on the quantity which may be exported. They propose however so long as war conditions last, to retain the power to reimpose such restrictions as may be necessary in the interests of the Indian consumer or for any other reason. For the present they will fix the quantities that may be exported during given seasonal periods with reference to internal price considerations. Licences to export under this scheme will be given by the Wheat Commissioner from 1st May 1916 and will not be confined to firms that were employed by Government under the wheat scheme hitherto in force. They will also be open to other firms who had been exporters prior to the inception of the wheat scheme due consideration being given in such cases to the amount and nature of the firms' previous business.

APPENDIX V.

Goods Classification Committee Meeting.

No. 1354—8.

From

THE SECRETARY,

Indian Railway Conference Association.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Agra, 5th May 1916.

Dear Sir,

I am directed to inform you that the next Meeting of the Goods Classification Committee will be held at Simla on the 12th June next and to request that I may be informed, not later than the 5th proximo, of any subjects which your Chamber may wish considered by the Committee.

Yours faithfuly,

W. B. WRIGHT,

for Secretary.

2nd June 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE SECRETARY

Indian Railway Conference Association,

AGRA.

Dear Sir,

With reference to your letter of the 5th May 1916 No. $\frac{1354}{8}$, my Committee are of opinion that there are several industries like the Cotton seed Oil and the matches for which the railway freight may well be reduced. There is also the interesting question of the comparatively low rates quoted for raw products intended for export to foreign countries as compared with those for finished products from the same materials intended for inland traffic. The Committee, however, think that no useful purpose is served by introducing changes of a patch-work character and that a really progressive step will be taken in this direction only when a definite policy will be formulated regarding the interconnection between the development of industries and the railways. In this connection my Committee beg to draw your attention to a communique issued last year by the Railway Board about the development of industries, mention of which is made also in the adminstration Report of Railways in India for the year 1914-15 in which it is said " the Railway Board, have been giving special consideration to the question of the assistance which can be rendered by railways in the development of

indigenous industries by the quotation of favourable rates for the carriage of raw material required in manufacture and the carriage of the finished product. They are of opinion that the conditions brought about by the war which have placed obstacles in the way of the importation of the foreign manufactures, render the present time exceptionally opportune for the starting of new enterprises and the revival of old ones. In these circumstances, it was decided to bring matters prominently before the notice of the railway administrations."

My Committee think it would be greatly furthering the object of the Railway Board if it were to publish the steps taken by different railway administrations in pursuance of the aforementioned resolution and beg to suggest to you for consideration by the Conference, which is shortly to be held at Simla, that a Joint Committee of representatives of different railway administrations and the commercial communities, European and Indian should be appointed to go thoroughly into the question of railway rates, affecting the development of indigenous industries. Such a Committee, they venture to believe, will be most opportune at the present time and will be able to throw much light on this intricate and deeply important problem. My Committee hope that the Goods Classification Committee will be pleased to consider this suggestion of theirs favourably.

Yours faithfully,

J. K. MEHTA,

Secretary.

Agra, June 1916.

From

THE SECRETARY,

Indian Railway Conference Association.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

Old Telephone Buildings,

19 Bank Street,

BOMBAY.

Dear Sir,

I am in receipt of your letter dated 2nd instant in which you refer to the circular issued by the Railway Board last year on the subject of the development of indigenious industries by the quotation of favourable railway rates and suggest the advisability of publishing the steps taken by railway administrations in this direction and the appointing of a joint Conference of representatives of the different railways and of the commercial community to go thoroughly into the question of railway rates affecting these industries.

Your letter has been placed before the Goods Classification Committee and in reply I am to say that the question of publishing a statement of what has been done in the way of quoting special rates will receive consideration but as regards the proposal to hold a joint Conference I am to say that the question of reduction in rates is one for the consideration of the individual railways concerned and could not well be dealt with at such a Conference as you suggest. Moreover the Government of India has recently appointed a special commission to go into the whole

question of indigenious industries and the present would not therefore, in any case appear to be an opportune moment to hold such a Conference.

Yours faithfully,

C. V. BLISS,

Secretary.

Telegram dated 29th May 1916.

From

THE VICE-CHAIRMAN,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE PRIVATE SECRETARY.

to His Excellency the Viceroy,

SIMLA.

Committee of the Indian Merchants' Chamber and Bureau beg to draw the respectful attention of His Excellency the Viceroy to the Amendment India Consolidation Act, and pray that His Excellency will be pleased to support their protest to the Secretary of State for India, which is given below :—

> " Regarding Amendment India Consolidation Act the Indian Merchants' Chamber and Bureau submit respectful but empathic protest. This Bill of a highly controversial nature is introduced in violation of the understanding that controversial legislation will not be undertaken during the period of the war, and the people of India vitally concerned are not apprised of it

in time. Proposed amendment constitutes grave encroachment on the constitutional rights specially with regard to the right of the subjects to sue Secretary of State for India in the same way as they could have sued the East India Company. Committee fear such a way of legislation at the present juncture is highly injudicious and pray that the Bill be dropped."

Telegram, dated 29th May 1916.

From

THE VICE-CHAIRMAN,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE STATE SECRETARY FOR INDIA,

LONDON.

Regarding Amendment India Consolidation Act the Indian Merchants' Chamber and Bureau submit respectful but emphatic protest. This Bill of a highly controversial nature, is introduced in violation of the understanding that controversial legislation will not be undertaken during the period of the war and the people of India vitally concerned are not apprised of it in time. Proposed amendment constitutes grave encroachment on the constitutional rights specially with regard to the right of the subjects to sue Secretary of State for India in the same way as they could have sued the East India Company. Committee fear such a way of legislating at the present juncture is highly injudicious and pray that the Bill be dropped.

A copy of the above telegram to the Secretary of State for India was sent to the Government of Bombay.

APPENDIX X.

Congestion on Railways.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(Railway Board.)

No. 374-T./16.

Dated Simla, the 6th May 1916.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I am directed to forward herewith a copy of a communiqué which the Railway Board have recently issued to the Press on the subject of the congestion of Traffic on Indian Railways. You will notice that the Railway Board have drawn attention to the desirability of conveying as large a volume of coal and other mineral traffic as possible during the months June to October, and that they have also suggested the advisability of convening a Conference to discuss the best means of effecting this result by the co-operation of all concerned and the further question of the machinery, which may best be introduced, should it prove necessary during the course of next winter to give preference to any particular classes of traffic owing to the inability of railways to carry all that is offered.

I am to say that the Railway Board trust that in the meanwhile members of the Chamber will individually use their endeavours to tender for transit as large a volume of traffic as possible during the slack season. I am also to say that the Railway Board would value an expression of opinion from your Chamber on the desirability of holding the proposed Conference, and if the Chamber so desire on the matters which it is proposed that the Conference should discuss.

I have the honour to be,

Sir,

Your most obedient servant,

A. T. STOWELL,

Assistant Secretary, Railway Board.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

Press Communique.

During the past four months Indian railways have suffered from congestion owing to the transfer of traffic from sea to railway. They have been called upon to handle an unprecedented volume of traffic, particularly of long distance coal traffic, and have done so if not to the satisfaction of all concerned, at any rate with such a measure of success as has prevented any serious breakdown of business through failure to supply coal to mills workshops and industries generally. The monsoon period is now in sight which may be expected to prove, as is usual,

a period, of comparative slackness, and an immediate improvement in the position may therefore be anticipated.

It must be recognised, however, that in the winter of 1916-17, if the war should last so long or if the difficulty of obtaining shipping for coastwise trade persists after the restoration of peace, there is a serious possibility that the handling of a still greater volume of business may present a still more difficult problem to railway administrations. Everything possible is being done by providing additional facilities to increase the capacity of railways on the routes affected, but it must be remembered that the restrictions imposed by the practical impossibility of obtaining manufactured material from abroad prevent any hope of any considerable relief in the immediate future. In these circumstances the Railway Board have been considering the advisability of convening a conference at which all commercial interests should be represented to consider what means can be devised in advance for dealing with such a situation.

In a letter which the Agent, East Indian Railway, has addressed to the Chambers of Commerce it has been suggested that the better distribution of traffic over the year would bring about a considerable alleviation of the difficulty of dealing with the cold weather traffic. The seasonal variation of traffic over the railways principally affected, *i. e*, the East Indian, Bengal Nagpur and Great Indian

Peninsula Railways, is shown by the following figures of monthly total goods earnings for the previous 3 years :—

For the month of	1913.	1914.	1915.
	Rs. (in lakhs.)	Rs. (in lakhs.)	Rs (in lakhs)
January...	154·54	160·89	154·14
February ...	138·96	145·01	155·11
March	146·03	165·26	159·57
April	152·56	155·20	153·04
May	146·33	145·48	155·03
June	112·52	123·66	115·47
July	112·46	106·89	111·27
August... .:.	101·32	97·09	109·98
September ...	120·65	93·00	124·00
October	123·78	108·00	127·71
November ...	133·61	122·07	138·90
December ...	151·36	138·85	168·81

It will be seen that the months of June to October are months of comparatively low traffic. The greater, therefore, the volume of coal and other minerals which can be carried during these months the greater will be the relief in the busy winter season. The best means of effecting this result by the co-operation of all concerned is a matter which might well be discussed at the proposed conference,

It may prove, however, that whatever has been done in this direction has been inadequate to prevent congestion in the busy months, and the increased volume of traffic to be dealt with next winter may render it essential for the railway administrations to decide to what traffic preference is to be given if the minimum of economic loss is to result. If adequate arrangements are to be made in advance for considering and deciding upon this question of preference, it seems most desirable to concert them now in order that when the time comes, if it comes at all, the machinery for dealing with the situation may be available. The consideration of the matter at a conference such as is proposed appears to offer the best means of reaching a decision which will be in the best interests of the Empire while taking account of all the individual interests concerned.

Bombay, 13th June 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE SECRETARY,

Railway Board,

SIMLA.

Sir,

I am directed to acknowledge the receipt of your letter of the 6th May 1916, No. 374-T./16 and to communicate to you the opinion which the Committee of the Chamber entertains on the subject. It has been arranged to inform

the trade of the wishes of the Railway Board by means of translation of the Press Communiqué in the next issue of the Journal of the Chamber.

The complaint about the congestion of goods traffic on railways in this country has lately been a chronic one even for normal times.

Congestion during the busy season, say, from November to May, has never been unknown for those engaged or interested in Trade and Industry. The reason of this chronic condition may be traced perhaps to the absence of any whole-hearted attempt to tackle it vigorously once for all. Piecemeal measures, of course, have been now and again adopted to relieve the situation when it was acute. That situation has been greatly intensified by the war mainly because the sea route became practically closed to Indian commerce by reason of the abnormally high freights and scarcity of shipping.

The trade had thus to extensively resort to railways which had thus to bear the additional burden at a time when the usual busy season traffic is at its highest. My Committee welcome, therefore, the proposal of the Railway Board to convene a Conference of the Railway authorities to discuss the best means of relieving the congestion with the co-operation of the commercial community and to suggest the machinery which may best conduce to this end. My Committee note that it is proposed to ask for the co-operation of the mercantile community in moving coal and minerals during the slack months much more freely than at present. The Committee understand that such an arrangement had been tried in the past but without much avail. They realise that the mineral traffic in the monsoon was once given the facility to pay freight some months after it was due in order that a saving in interest may be

effected. Notwithstanding such facility, it is said, trade did not give a hearty response. Coal traffic is offered at lower rate this year specially for the monsoon months but with no tangible appreciation on the part of the commercial community. For these reasons my Committee are of belief that the Railway administrations should offer superior and more substantial facilities both to the mineral and coal traffic, in order to induce the commercial and industrial communities to place with the railways a larger volume of traffic during slack months.

It will be readily understood that coal carried during the monsoon months loses heavily in weight and also depreciates in quality owing to the moisture. More stacking space besides has to be found by consumers for the additional stocks that they have to carry. In the case of minerals, exporters thereof would have to pay extra rent for stocks carried to ports of export before the period of shipment. To make up for such additional charges (to say nothing of the interest on cost of coal and mineral and Railway freight on the same) that have to be incurred by merchants and consumers who are recommended to carry their materials much earlier than the time when they need the same for use, my Committee suggest that the concession in rates for monsoon traffic proportionate to all these losses suffered would ensure the hearty co-operation of trade.

My Committee further venture to suggest that it would be useful to find out from the Railway Companies handling major part of the coal traffic from the mines, how many waggons they can handle daily and also from the Mining Association as to their output during the monsoon months. Such official figures when furnished, would, in the opinion of the Committee, materially help towards arriving at a practical solution of the question which threatens in all

likelihood to be a grave one, early next year, if the war continues and if India has a year of normal crops

In conclusion, my Committee would point out that were their representative invited to be present at the proposed Conference they would be in a position to enter into all the practical details of the suggestions hereinabove made.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

... Secretary.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(Railway Board.)

No. 374-T./16.

Dated the 8th of July 1916.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

With reference to your reply to Railway Board's letter No. 374-T./16, dated the 6th May 1916, I am directed to say that the Government of India have now decided to invite representatives of your Chamber to a Conference to be held in Calcutta at 11 o'clock on the 26th of this month to discuss what measures should be taken in order, if possible,

to avoid congestion on railways during the forthcoming cold weather or, if this proves impossible, to minimise the inconveniences caused thereby.

2. I am to add that the place of meeting will be intimated to you as soon as it has been decided and that a copy of the agenda will be forwarded for the information of the representatives whom your Chamber may decide to send. I am also to enquire how many representatives of your Chamber are likely to attend the proposed Conference.

I have the honour to be,

Sir,

Your most obedient servant,

.....,

for Secretary Railway Board.

Dated 13th July 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE SECRETARY,

Railway Board,

SIMLA.

Sir,

With reference to your letter of the 8th instant, No. 374-T.-16, I am asked by the Committee of this Chamber to inform you that they have nominated the Secretary

of this Chamber, Mr. J. K. Mehta, to represent them at the Conference to be held in Calcutta on the 26th instant.

I beg to remain,
Sir,
Your most obedient servant,
J. K. MEHTA,
Secretary.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(Railway Board.)

No. 374-T.—16.

Dated the 15th of July 1916.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

In continuation of Railway Board's letter No. 374-T.-16, dated the 13th July 1916, I am directed to state that the proposed Conference on congestion will be held in the Council Chamber of the Government of Bengal, Calcutta.

I have the honour to be,
Sir,
Your most obedient servant,
A. T. STOWELL,
Assistant Secretary, Railway Board.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(Railway Board.)

No 374-T.—16.

Dated the 13th of July 1916.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau.

Sir,

In continuation of Railway Board's letter No. 374-T.-16 dated the 8th July 1916, I am directed to forward, for information a copy of the agenda of the conference on congestion to be held at Calcutta on the 26th July 1916.

2. I am to request that if it should appear to your Chamber desirable that any addition should be made to the agenda the proposed addition may be communicated to the Railway Board at Simla up to the 19th, or to the President, Railway Board, Bengal Club, Calcutta, thereafter.

I have the honour to be,

Sir,

Your most obedient servant,

A. T. STOWELL,

Assistant Secretary, Railway Board.

AGENDA OF CONFERENCE ON CONGESTION

to be held at Calcutta at 11 a.m., on the 26th July 1916

I.—Methods of avoiding congestion.

1. What measures can be adopted in order to prevent the occurrence of congestion during the next busy season? Endeavours are already being made to increase the quantity of coal transported during the slack season, that is during the period up to the end of November next. In this connection—

(*a*) what quantity of coal are railways in a position to carry during the slack season?

(*b*) what quantity of coal are collieries in a position to tender for transport during the slack season?

2. Having decided what quantity of coal it is possible to transport as limited by (*a*) or (*b*), the question arises whether the demand for coal during the slack season is likely to exceed the available supply at different centres. If so, is it necessary to make any arrangements for according preference to particular consumers, and what should these arrangements be? If the demand falls short of the quantity available as limited by (*a*) and (*b*), is it possible to increase the demand, and how?

3. It has been suggested that the arrangement made for increasing deliveries of coal during the slack season may profitably be applied in the case of other commodities of a non-perishable nature carried by railways in considerable quantities. To what commodities should the arrangements be extended, and what machinery, if any, is desirable in this connection?

4. A proposal has been made that, in order to encourage the increase of traffic during the slack season, railways should make some reduction in the ordinary rates or defer payment of freight charges during this period. Is this necessary, and, if so, in respect of what commodities and to what extent?

II.—Methods of dealing with congestion if it arises.

During the congestion which occurred in the first-half of the current year, preference was given to war requirements and to coal for the public. The former must continue to be recognised as of first importance. As regards the latter and other commodities for the public, is it possible to devise machinery, say, by the formation of local committees at important centres to assist and advise railways in deciding on a measure of preference? If so, is it desirable to lay down any general principles for the guidance of such committees? For example, is it possible to classify certain kinds of traffic as—

(*a*) of Imperial importance,

(*b*) of local importance,

and to accord preference accordingly?

RAILWAY CONGESTION.

IMPORTANT CONFERENCE IN CALCUTTA.

THE TRANSPORT OF COAL.

(REPORT AS PUBLISHED IN PAPERS.)

The conference on Railway congestion held in the Council Chamber at Government House yesterday morning was not unduly prolonged the whole agenda being got through in under two hours. Sir George Barnes presided

and was supported by Sir Robert Gillan, President of the Railway Board, Sir Thomas Holland, Mr. Cochman, Mr. R. W. Church and Mr. Low, while the 36 gentlemen present included the Agents of the principal railways concerned, the Bengal, Bombay and Upper India Chambers of Commerce, the Indian Merchants' Chamber, the Bombay Millowners' Association and other bodies.

SIR GEORGE BARNES' ADDRESS.

Sir George Barnes, in opening the proceedings, said:—

This meeting is called not for the purpose of dealing with difficulties and dangers which have already arisen, but rather for the purpose of discussing, and if possible of averting, difficulties and dangers which we believe are likely to beset us during the next cold weather. The congestion which threatens us is one of the war difficulties. It will be no satisfaction to you to be told that congestion on the railways is much more acute in the United Kingdom than it is in India. This, I am sorry to say, is the case and the congestion there has resulted in great inconvenience to the mercantile community and to the public at large. Here in India, at a great distance from the struggle, the effects on railway working are far less serious, but we must not for that reason overlook the fact that our difficulties are due to the war and consequently to some extent beyond our control. For one thing the supply of railway materials from England is necessarily limited by the principal that it must not interfere with the manufacture of materials required for the prosecution of the war, and we cannot purchase in America because that would hamper the policy of Imperial finance and disturb exchange. Again, and perhaps this is the most important factor of all, there is the great shortage of tonnage of which we are all so painfully aware. The need of saving

also every rupee that can be saved for the general purposes of the Empire has resulted in a very great reduction of railway expenditure. We can only face the position as we find it, and direct our common endeavours towards guarding against or reducing the difficulties which lie before us. The Railway Board and the railway companies have done what they could, subject to the restrictions I have mentioned, to increase the capacity of the lines where they seemed likely to be inadequate for the traffic, and as regards rolling stock, we have taken steps to insure that India shall receive her fair share of such materials as the Ministry of Munitions can assign for railway maintenance throughout the Empire. I shall presently ask the Agents of the railways principally concerned to tell you what they have been able to do in the matter of railway improvements, but we have first to discuss such traffic arrangements as require co-operation between the railways and commercial public and we may proceed accordingly to consider the agenda in which questions on this subject are suggested.

The first item on the agenda which was as follows, was then considered :—

What measures can be adopted in order to prevent the occurrence of congestion during the next busy season? Endeavours are already being made to increase the quantity of coal transported during the slack season, that is during the period up to the end of November. In this connection :—

(*a*) What quantity of coal are railways in a position to carry during the slack season ?

(*b*) What quantity of coal are collieries in a position to tender for transport during the slack season ?

SIR R. HIGHET'S VIEW.

Sir R. Highet, Agent, East Indian Railway, said it was rather difficult to give an answer to the question on the agenda without going into history. The recent congestion, as you all know, he proceeded, arose from the sudden and unexpected demands made on the railways to carry coal to Bombay and Karachi. Prior to the war, Bombay. Karachi and other Indian ports, received practically all their coal by sea from Calcutta and foreign countries and for the year 1913 the total imports amounted to about two million tons as compared with about 700,000 tons during last year, and the difference amounting to 1,300,000 tons had therefore to be carried by the railways in addition to the abnormal demands for transport. Now, so far as the East Indian Railway is concerned, the whole of the traffic to these ports must pass through Moghalserai and the capacity of the railway was therefore limited to what could be taken through this junction. In the year 1913, immediately proceeding the war, the total upwards coal traffic through Moghalserai was about 3 million tons and for the year 1915 it had increased to 4 million tons—the figures in both cases being exclusive of the locomotive coal for the East Indian Railway. During the whole of last year, and in fact up to January 15th of this year, the wagon indents from the coal companies had not only been met in full but for a long time the East Indian Railway had several thousand wagons standing idle. Coal was cheap and plentiful, and in view of the shortage of tonnage which had been fairly evident it is surprising that Bombay did not take advantage of the favourable conditions to supplement their stocks. Instead of doing this, however, we were suddenly told that there was a great shortage of coal in Bombay and Karachi both

for mills and other industrial concerns as well as for transports and other urgent requirements of Government.

The Bombay Side.

The condition of affairs on the Bombay side does not appear to have been realised until the beginning of this year when the railways were suddenly called upon to make special arrangements to get coal through for transports. By the end of January the mills and other industrial concerns on the Bombay side were also running short of coal and the position had become serious—the railways were being taxed beyond their capacity—and a meeting of representatives of the different railways interested was held in Calcutta to consider the best means of overcoming the congestion. It was arranged to open out alternative routes *via* Cawnpore and Agra in addition to the direct routes *via* Jubbulpore and Nagpur and to avoid hardship that would have been involved by charging the higher rates due to the longer distance, An agreement was effected between the railways under which the existing rate by the shortest route was made applicable to all routes although this was only done by considerable sacrifice to the East Indian Railway. As the railways on the western side were at this time dealing with other heavy traffic, especially in cotton and fodder required for the famine areas in Rajputana, the opening of the alternative routes did not altogether remedy matters and at the suggestion of the Railway Board a further meeting was held at Delhi on the 20th of March last when more satisfactory arrangements were come to in regard to the routing of traffic.

I have stated that to meet urgent requirements the rates by the different routes had been equalised at a considerable sacrifice to the East Indian Railway, but it was not to be expected that this could continue for an indefinite

period. It was recognised that to meet the requirements of Bombay the use of the alternative routes *via* Cawnpore and Agra would be necessary for some considerable time and that a uniform rate, which would give a fair return on the average of the different routes, was a necessity and for this reason it was decided to enhance the rates from 1st September next.

The new rates include a terminal of 2 annas per ton which will from the same date be charged on all coal despatched from the collieries to cover the constantly increasing expenses in connection with the distribution of empty wagons and collection of loaded wagons in the coalfields.

The withdrawal of the rebate on export coal to Indian ports will take effect from 1st October next. This rebate was introduced to foster the export trade, but if railways are to be equipped to a standard to carry the coal that is required at Indian ports, and which has previously been obtained by sea from Calcutta and foreign ports, it would be anomalous to continue to subsidise other means of transport more especially as the necessary equipment cannot be provided without a large outlay and if railways cannot show that this outlay will be profitable, the money will not be forthcoming. I may mention that the Indian Mining Association, while accepting the necessity for these changes, consider that they will operate somewhat harshly in the case of long term delivered contracts. The aspect of the matter is receiving consideration and will be discussed at a meeting to-morrow between representatives of the Indian Mining Association and the Mining Federation and the Railways interested, at which the President of the Railway Board will preside. It is not a matter which is on the Agenda of this meeting and I merely mention it to let you know that the matter is receiving consideration.

You will, however, want to know whether the congestion which occurred during the first 6 months of the current year is likely to be repeated during the same period of next year when the traffic is usually heaviest. It is naturally difficult to foresee what may occur, but at the present time there are, so far as I am aware, no reasons for supposing that the railways will be called upon to carry a heavier volume of traffic than during the first 6 months of this year and we shall be in a better position to tackle it. In the first place the sudden increase in upwards traffic generally, and particularly to Bombay, took us somewhat by surprise. For many years we have been devoting our energies and outlay more in the direction of equipping the lower sections of the line to deal with the increasing downwards coal traffic to the port, while the coal traffic by rail to Bombay, Karachi and other Indian ports had been comparatively non-existent, but, all things being considered, I think the efforts made by the railways to meet the unexpected demands to carry coal to these ports while the demands of other traffic on the western lines were extremely heavy, have met with some measure of success and the trade of the country has not been disorganized to any great extent.

With the experience gained during this busy period the East Indian Railway has lost no time in putting in hand such additional facilities to cope with a heavier traffic to the full extent that funds and material are available. These works comprise :—

(*a*) Additional passing stations and sidings both on the main line and on the Grand Chord between Sitarampur and Moghalserai.

(*b*) Extensive additions to the up marshalling yard at Moghalserai.

(*c*) Additional sidings at Naini junction and more passing stations on the Jubbulpore line.

(*d*) Additional passing stations above Allahabad and extensions to the yard at Cawnpore.

These works are, however, only an instalment of the additional facilities that will be required to meet the steady expansion of traffic that may be expected in the future and we have more ambitious schemes which, however, involve expenditure on a scale which cannot be considered at the present time of financial stringency. I may, however, mention that the programme comprises additional lines, additions to yards, and rolling stock which are estimated to cost about 20 crores of rupees spread over the next 10 years and I have no hesitation in saying that unless this money is forthcoming the East Indian Railway cannot be expected to meet the additional demands for transport which are steadily increasing. This sum may perhaps seem large, but as a matter of fact it is considerably less than the net annual profit yielded by the East Indian Railway to the State. The works which are now in hand are only what, from the experience gained during the last six months, will afford immediate relief and will, we hope, be completed before the next busy season begins.

The Coal Traffic.

I have remarked that under the conditions prevailing during the first six months of the current year I think the railways met the situation with a fair measure of success, and the following figures will give some indication of the work that was done in regard to coal traffic :—During the year 1913, when normal conditions prevailed, the quantity

of coal carried by the East Indian and Bengal-Nagpur, Railways from the Bengal coalfields was 13 million tons, of which over 4¾ million tons was in the upward direction, and about 8¼ million tons, downwards, In 1915 the total was 13¼ million tons, of which over 6 million tons are upwards and 7½ million tons downwards. During the first six months of this year the total quantity carried was over 7½ million tons, of which 4¼ million tons was upwards and over 3¼ million tons downwards.

These figures do not include the coal used for locomotive and other purposes by the East Indian and Bengal-Nagpur Railways and which may be taken as 1,400,000 tons per annum. It will thus be seen that during the first 6 months of the current year the quantity of coal carried in the upward direction was nearly as much as the whole quantity carried in the same direction during the whole of 1913.

The total raising of collieries in the Bengal coalfields —by Bengal I of course include the Jherria coal fields as well as other collieries which are now within the new Province of Bihar and Orissa—was 15,686,816 tons and for the purpose of comparison with the figures which I have given we will require to deduct 1,400,000 tons being the quantity used by the East Indian and Bengal-Nagpur Railways.

Now estimating the total raisings of the Bengal collieries for the current year at say 15 million tons (excluding East Indian and Bengal-Nagpur Railways' loco-coal) which provides for an increase of three-quarters of a million over the raisings of last year and deducting 7,568,312 tons carried during the first 6 months of the year it is not to be expected that the collieries have much in stock and I think this is admitted to be so. The raisings during the second-

half of the year are less than during the first-half, as the supply of labour is irregular on account of the necessity for cultivation and in many cases surface workings become flooded. The railways have no difficulty at the present time in meeting all indents for wagons in full and on the East Indian Railway, I regret to say we have already a large number standing idle and the number is daily increasing, so in estimating the position that may obtain during next busy season, say, from January 1st to June 30th, 1917, we may, I think, safely assume that there will be no accumulation of stocks due to scarcity of wagons or congestion.

Assuming, therefore, that from January 1st next, the railways have only to keep pace with the raisings in providing transport for coal, and other conditions were similar to what were experienced during the first six months of this year, I think there is no cause for anxiety at the present time so far as coal traffic is concerned. It is of course possible that the railways especially in the north west and western areas, might have to deal with a heavy traffic in wheat and it is impossible to foresee what may happen in this respect at the present time.

It will, however, be well to be prepared for such a contingency and I would, therefore, again urge on consumers to increase their stocks so far as this is possible during the next six months.

In conclusion, I would take this opportunity to thank the Chambers of Commerce and allied Associations for the assistance given in helping the railways which serve the collieries in determining what were the most urgent demands for coal in the best interests of the country generally. It was not to be expected that their recommendations in this respect would meet the approval of

everyone but I think I am justified in saying that the preference was well and carefully exercised and should the railways again be placed in a similar position I trust we may again receive the same assistance. I am, however, glad to be able to inform you that there is now no difficulty in meeting demands for transport of coal in full.

BENGAL-NAGPUR RAILWAY.

Mr. G. C. Godfrey, Agent, Bengal-Nagpur Railway, said Sir Robert Highet had dealt fully with the position on general lines, and it was hardly necessary for him to speak at any great length. So far as the Bengal-Nagpur Railway was concerned they would not be able to carry more coal than they were now carrying in the busy season, and if they carried as much as they did last season he thought they would be doing all that was required of them. He went on to say :—

Necessary restriction of expenditure has undoubtedly handicaped the B.-N. Railway very considerably in meeting the heavy traffic which has fallen upon it, as on other railways, owing to the scarcity of steamers. During the latter part of 1914, when the Railway Department of the Government of India was impressing upon all railways the absolute necessity, on Imperial grounds, of economy both in capital and revenue expenditure steps were taken to delay new works already in progress, and to slow down repair work in the Company's workshops on both engines and wagons to the minimum possible without actually dismissing labour. The result was that for the six months, October, 1914, to March, 1915, only 29 engines were put through the shops, as against 77 in the previous six months.

Money was to some extent easier after the beginning of the financial year 1915-16, and 72 engines were passed

through the workshops in the months April to September Then the manufacture of munitions was taken up and the outturn fell from an average of 12 engines per month to about 5. This low average continued up to April 1916. These figures require no emphasising to show that a large number of engines must be unfit to run, and as everyone can understand arrears of this kind cannot be hastily made good, when workshop capacity is designed for normal average output.

The question of wagon repairs is on a very similar footing. Financial restrictions followed by manufacturing machines being required for munition work have led to an accumulation of repairs, and had the particular effect of rendering it necessary to rob some wagons, to make good missing parts of others. This process results in economy on paper by reducing the drawing on stores. Of course it effects no real economy. The accumulation of wagons is so serious now that it is quite impossible with our present facilities at Khargpur to work on a sufficient number of wagons, whether money is available or parts are available or not, because the wagon yard, where the work is undertaken, is too small. This matter was foreseen as far back as 1912, when an important scheme for a new wagon yard was sanctioned by the Company and by the Railway Board. Work on this scheme made good progress, but has been entirely stopped during recent months by the action of the Munitions Department in England. For the sake of a few electrical parts and a Traverser table 70 ft. in length the otherwise completed yard is useless. Work on this Traverser table at the manufactures' works in England has been entirely stopped under the orders of the Munitions Department. Unfortunately the lay out of the wagon yard is such that its utility entirely depends on this Traverser.

At the present moment this Company has 1,030 wagons either undergoing repairs or awaiting repairs at the workshops at Khargpur, besides a daily average of about 1,000 wagons laid up at out-stations. The forced economy in the matter of repairs has helped to swell the number of those at out-stations.

Additions to Stock.

I will now refer briefly to the question of additions to stock apart from that of repairs and maintenance. The engines which this Company intended to obtain under the programme for 1915-16 have not yet been delivered. We are fortunate in that five broad-gauge engines have been specially sanctioned for completion by the Munitions Department, and that the Railway Board have been able to come to our assistance by offering us five new goods engines, ordered for the North-Western State Railway, and which I hope will shortly be shipped. But there is another lot of five powerful engines for which the Company has not yet been able to place contracts on account of restrictions by the Munitions Department. None of the wagons of the 1915-16 programme, which were sanctioned by the Board of Directors and by the Railway Board, have yet been ordered, as it was impossible to let contracts, firstly on account of restriction of capital expenditure by the Government of India, and secondly, from the fact that if money had been available manufacturers could not have accepted orders.

If the affairs of the world had taken an ordinary course we should by this time have received something like 1,400 new wagons for general use, besides at least 15 more engines. These were intended to deal with a normal development of traffic, but of course the traffic caused by shortage of steamers is abnormal. It is not so much the

actual tonnage that has grown on my railway as the ton mileage. The long distance for which traffic has to be carried now by railways accentuates at once any shortage in the stock of wagons.

In bringing these points forward I have only touched on them lightly, not in complete detail, but I have done it with the object of indicating that there is no blame to be attached to the Government of India who controls expenditure, or to my Railway Company. I think I need only recall to you the serious time, we went through say 12 months ago, and the conviction held by every serious person that money must be saved on civil works wherever it was possible, so that the financial resources of the Empire might be conserved for the all-important purpose of the vigorous prosecution of the war. It would indeed be forgetful of anyone now to blame the Government of England or the Government of India of parsimony towards Indian railways just because the effect of the war has been to throw upon the railways a burden of traffic for which they are not equipped.

To Facilitate Traffic.

The real point is to consider what can be done to facilitate more traffic being carried during the next busy season, and I will very shortly tell you what the B-N. Railway is trying to do. With regard to engines, I have already said that we hope to receive at least 10 new engines before many months are over. With regard to improvements on the line, such as additional crossing stations and sidings, a carefully considered programme has been drawn up, it has been sanctioned by my Board and the Railway Board, and work on it has been started. The urgent works to be rushed through and completed as soon as possible after the rains involves an expenditure of about Rs. 7 lakhs. They

will not largely increase the train capacity of the B.-N. Railway (such a small sum could not effect this), but they are works which will improve things to some extent, and help towards the better timing of goods trains and therefore the quicker turn round of engines and stock.

At the height of congestion last year there was considerable anxiety amongst traders as to whether the block of traffic existing on many railways would ever be cleared off. I think many thought it would continue until the rush in the following year. I think results show that those fears were considerably exaggerated. Let us take the case of manganese for instance. I have just received a report from Nagpur based on information given by the local managers of all the manganese companies at Nagpur, and I learn that there is in stock at Bombay at the present moment a quantity of 138,000 tons, and with one exception all the managers stated that during the last busy season they had in stock as much manganese as they required. They are making no effort at the present moment to accumulate further stocks because their stacking ground at Bombay is full. In the case of Calcutta the report is that each firm has something like 5,000 to 10,000 tons of manganese in reserve.

I travelled through the Central Provinces from Bombay to Calcutta on the 27th and 28th June, and I took the opportunity of making enquiries from station-masters all along the route as to what arrears of traffic they had on hand at their stations. In every case I was informed that all arrears had been worked off and that there was no difficulty about supplying wagons for current demands. I think the fact that by the end of June all arrears of traffic had been brought up to date, with possibly the exception of coal, speaks very well indeed for the successful efforts

made by the railways to meet the difficult position they were placed in by the unexpected weight of traffic.

THE G. I. P. RAILWAY.

Major Hepper, G. I. P. Railway, Bombay, said that prior to the war the section of the G. I P. most liable to congestion during the busy season was that between Bhusawal and Bombay. But from April 1914 to April 1916, the capacity increased from a daily average of 500 wagons in the up direction to 700 wagons, as a result of additional facilities provided during the period. During next cold weather important additional works would be brought into use, which would still further increase the capacity of the rate between Bhusawal and Bombay, and with the assistance of fifteen engines borrowed from the E. B. Railway for the purpose, it should be possible, by increasing the loads of some of the trains, to deal with 850 wagons a day each way. Further capacity could be obtained if necessary if more engine power, of which they were very short, were available. The result would be to transfer the pressure beyond Bhusawal, and, as the Bombay coal traffic would be the main factor governing the situation, the sections from Bhusawal to Nagpur, Bhusawal to Jubbulpore, and Itarsi, *via* Bina, to Katni, would largely control the position.

After speaking of the extension of the doubling of the line and remodelling of stations, Major Hepper said:—

The works enumerated, with others of a minor nature will undoubtedly place the G. I. P. Ry. in a better position to deal with the traffic next winter, and it is anticipated that, assuming sufficient engine power to be available, it will be possible to handle a normal busy season traffic, and at the same time to keep up the present rate of supply of coal and manganese ore to Bombay, without undue con-

gestion, if the coal traffic from the E. I. Railway for Bombay can be made over at the junctions with the Bombay railways, including Agra, more or less in proportion to the capacity at each junction; and provided no serious interruption of the traffic takes place, such for instance as that which occurred last January in connection with the Magh Mela at Allahabad.

The main difficulty the G. I. P. Ry. has to contend with is shortage of locomotive power. We have a large number of obsolete engines some of which were put on the line in 1878, and the suspension of renewals owing to the war is placing us in a position of increasing difficulty in this respect. In normal years it has been easier to keep old engines running by heavy repairs carried out during the slack season, but the present traffic conditions preclude anything but hasty patching, a state of affairs which cannot continue indefinitely. Any estimate of the ability of the G. I. P. Railway to maintain its present carrying capacity must therefore be qualified by the proviso that unless arrangements can be made to obtain a certain number of new engines within the near future a loss of haulage power, with consequent reduction of capacity, can hardly be avoided.

SIR R. GILLAN.

Sir Robert Gillan was then called upon by the President to sum up the railway position. He said he had listened with interest to the accounts given of the improvements on the railways, but what they were immediately concerned with was the question of what quantity of coal the railways were able to carry during the slack season. Sir Robert Highet had said as a result of recent experience that the East Indian and Bengal Nagpur Railways were in a position to carry 1⅓ million tons of coal per month. The

raisings of coal were not likely to be anything like that amount. As far as they could judge from the figures of last year the raisings were not likely to exceed a million tons a month. Therefore the railways had a margin in carrying capacity which was quite sufficient for the transport of coal. The question was, therefore, not what quantity of coal the railways could carry during the slack season, but what quantity the collieries were in a position to tender for transport. He asked Mr. Church to state what the railways had done to increase their stocks of coal.

Mr. Church mentioned that the railways, with the exception of the E, I. Railway, had purchased six lakhs of tons of coal at a cost of 78 lakhs of rupees.

MR. B. A. WHITE.

Mr. White said he considered the measures taken by the Railways from March 1916, had given splendid results, quoting the following figures showing despatches.—November-February, 1914-15—4,595,000; November-February, 1915-16—4,367,000, March-June, 1916—5,296,000. He had no doubt that if there was nothing to interfere with these measures in future all coal requirements would be carried successfully. He estimated the available coal from July to December at about 7,000,000, possibly 7,500,000 tons. There was undoubtedly a shortage of what was known as first-class coal at the moment owing to the recent outbreak of cholera, and heavy Government purchases throughout the year which had been practically confined to this quality, but there was still a fair quantity of fair coal in stock at the collieries available for immediate despatch. The representatives of the Indian Mining Federation were probably in a better position to give information on this point. Coal raisings would improve at the end of August. The only difficulty they had over despatches at the

moment was some difficulty about wagons on the Bengal-Nagpur Railway and in the matter of making heavy despatches to Bombay and Madras. It was hardly correct to say, that all indents were being met in full, as public supplies for Bombay were, he believed not given on eleven days out of the first nineteen in July and the East Indian Railway had themselves notified the Indian Mining Association that booking would have to be restricted to some extent. The only practical test to apply to the suggestion that there was not enough coal available for Bombay, or any suggestion that Bombay had as much coal as they wanted, was to get in a position to meet indents in full and see the result. With regard to Madras, he believed that the day-to-day requirements had been and would be met but that the difficulty arose over getting in heavy stocks at the present time. With regard to the question generally, the slack railway season was also the slack coal raising season and just as there must be a limit to what the railways could carry in any given period there must also be a limit to what the collieries could provide in the slack season. He did not think there need be any fear that enough coal for India's needs would not be forthcoming if the railways were able to carry it, as a certain amount of coal was exported and if necessity arose some of this export coal could be stopped. No one in the coal trade would want to ship if the coal was wanted in India. All they would ask would be that no restriction should be imposed unless the coal was actually required in India. He cordially agreed with the suggestion that in times of stringency the method of indents by consumers through their respective Chambers of Commerce should be adhered to, and pointed out that it was only in force on the East Indian Railway. He hoped that the Bengal-Nagpur Railway would adopt it also.

Mr. N. C. Sircar said there was hardly any likelihood of the demand for coal during the slack season exceeding the supply. Consumers at a long distance should be encouraged to stock coal now. A rebate of railway freights as well as a system of deferred payments under special circumstances would encourage despatch in the slack season, and thus relieve tension in the busy season.

The President said he thought that finished the first item on the agenda. It seemed quite clear that the limiting factor was the amount of coal that could be raised, and was not with the railways. The railways could carry all the coal that could be raised during the slack season.

Major Hepper, replying to the remark made by Mr. White with regard to restrictions, said that in Bombay the restrictions were purely temporary.

Mr. R. Todd, Acting Agent, Madras and Southern Mahratta Railway, said that in Madras they had a restriction of 100 wagons a day. They could not take more.

QUESTION OF PREFERENCE.

The President said the next item was whether it was necessary to make any arrangements for according preference to particular consumers and what these arrangements should be.

Mr. Wardlaw Milne said the meeting appeared to have arrived at a conclusion which he did not gather from what the various speakers had said. The question of preference raised the whole question of the amount of coal that could be carried during the next busy season and what preference could be given to consumers, especially in Bombay.

The President: Will you confine yourself to the slack season?

Mr. Wardlaw Milne. I do not think that arises if the railways can carry all the coal that is raised.

Sir Robert Gillan pointed out that this item was put on agenda because of a suggestion made by the Bombay Chamber. The suggestion was that they should build up stocks during the slack season. The view the railways were inclined to take was that so long as they got wagons without restriction this question would not arise.

Mr. Wardlaw Milne said provided the Conference was satisfied that all the coal raised could be carried, the question of preference to the consumer did not arise at all. From their experience however he thought the question did arise. On July 6th, the Traffic Manager of the East Indian Railway addressed the Bombay Chamber of Commerce to the effect that it was not necessary to continue this system of special treatment as they would be able to give wagons freely to Bombay. The Bombay Chamber on that issued a notice to its members saying that all was going to be right in the future—at least as far as the slack season was concerned. One of their members then made special arrangements to lay in a stock of coal, very much to his own discomfort, inconvenience and loss. Then they were rather surprised to receive on the 17th instant another letter from the East Indian Railway that they were not in a position to supply that. They would understand why he rather doubted that the railways could in the slack season take all the coal that offered.

Sir Robert Highet explained that in that particular instance the congestion was due to an accident on the Great Indian Peninsula Railway. He added that the East Indian Railway hoped that from January 1st, next they would be able to make over the 100 more wagons daily which Major Hepper said they could take.

Major Hepper said he thought Sir Robert Highet misunderstood. He had said they could take 100 more wagons than in the slack season last year, but they were already taking now about 70 more wagons than they were then.

PROSPECTS AHEAD.

The Chairman (to Sir Robert Highet): May I take it you have confident hopes of meeting all the indents during the slack season?

Sir Robert Highet: I have hopes that we shall be able to take all that is offered during the slack season and that if there was any congestion during the next busy season it would be much less than it was during last season.

Mr. Saklatwalla (Chairman, Bombay Mill-owners' Association), said Bombay had been receiving something like 3,000 tons of coal per day, of which about 1,500 fell to the share of the mills, which was short of their daily consumption, so that the chance of putting by any stock of coal was very remote.

Mr. Wardlaw Milne observed that in June Bombay received just about the amount of average consumption, while in July they received 200 tons per day more than the average consumption.

The President asked if they were prepared to lay in stocks of coal if they could get it.

Both Mr. Wardlaw Milne and Mr. Saklatwalla replied that they had tried to do so but could not get the coal.

Sir Robert Gillan said in view of the figures given the difficulty was not with the railways.

Mr. Saklatwalla said their daily consumption was 1,500 to 1,800 tons; they were prepared to take 3,000 to 4,000 tons.

Mr. White said during the next six months they expected to raise from 7 to 7½ million tons of coal. In addition to that there was a certain amount of coal in stock on the field. It was not all first-class coal; there was a good deal of second class. There was no question whether the railways could carry that coal; the question was whether the consumers would take it. The only trouble they had was that the railways could not carry coal to Bombay and Madras when they wanted it.

The President asked what was the disturbing factor. Was it the large demand for coal by the Admiralty?

Mr. White: No. It is due to carrying coal in two directions, namely, Bombay and Madras.

The President: With your great knowledge of the coal trade, have you anything to suggest?

Mr. White: We find great difficulty in giving all the first-class coal required, but there is a very large quantity of reliable coal waiting in the coalfields ready for despatch, if Bombay wants it, and if the railways will carry it.

Mr. Todd said if Madras got 100 wagons a day they got all the coal they required. There was no difficulty about Madras: they were perfectly satisfied.

Mr. White remarked that the difficulty they experienced with their buyers was that they wanted them to give three or four months' stock in the slack season. So far as he knew, in Madras through the year they managed to scrape through, just as they managed to scrape through in Bombay and, he thought all over India,

Mr J. G. Ryan, speaking on behalf of the Upper India Chamber of Commerce, said they felt assured that there was no shortage of railway facilities but they did not feel

equally assured that there would not be a shortage of coal raising facilities. Practically all their members were willing to lay in stocks during the slack season, and so help in the scheme, but these intentions were frustrated by the difficulty of getting coal. He should like an assurance from the representative of the Mining Association that they would not be discouraged by any shortage from the mining point of view.

Mr. White said the 7 to 7½ million tons he had mentioned as the output for the next six months would give them one million tons more than last year. He again mentioned that there was a large quantity of coal on the coalfields. The difficulty was that the slack season on the railways coincided with the low raising season.

The President asked how much coal there was on the coalfields at present.

Mr. White: I put it at between half-a-million and a million tons, including slack coal.

The President asked Sir Robert Highet and Mr. Godfrey if they would be able to move this half-million tons of coal.

Sir Robert Highet said there were a great number of empty wagons on the coal-field. In one siding there was a mile and a half of empty wagons.

The Conference then passed to the third item on the agenda, which dealt with the suggestion that the arrangements for increasing deliveries of coal during the slack season should be extended to other commodities.

Sir Robert Gillan said the only commodity that suggested itself was manganese. He was informed that so much manganese had been sent to Bombay that the stock-

ing accommodation was all taken and there was no room for more.

The next item considered was the encouragement of traffic on the railways during the slack season by the reduction of freight rates, deferred payments, or other means.

Mr. Wardlaw Milne said they in Bombay favoured the continuance of the system of indents. They were informed by the E I. Railway that on occasions the indents were not properly treated because the colliery companies did not supply coal to the people who indented for it Millowners could not get coal they had indented for, and yet they could buy it in the market in Bombay, and railway receipts were being hawked round there. He thought the system of indents should be extended to coal only, orders being supplied against those indents.

Mr. White welcomed the suggestion that the system of indents should be extended.

Mr. Ryan said they had had the same experience as in Bombay in regard to coal, and they felt that the system of indents should continue.

The President then retired to fulfil another engagement and Sir Robert Gillan took the chair.

The last item of business was " methods of dealing with congestion if it arises." After a brief conversation the President elicited the general view of the Conference as being that if any preference was to be given to any commodity it should be decided by Government, and therefore no action was necessary.

The President then thanked those present for their attendance and assistance, and the proceedings then closed.

RAILWAY CONFERENCE.

Some points of the Discussion.

(FROM THE BOMBAY CHRONICLE.)

There were altogether five items on the Agenda paper of the Railway Conference which was recently held at Calcutta on the 26th July at 11 a m., in the Council Hall. The discussion on the first three items has been more or less fairly given in the telegram of the Associated Press though this was not as long as the importance of the Conference demanded and gave but a brief extract from important speeches of the Agents of the Bengal-Nagpore, East Indian and G. I. P. Railways. The fourth item was :—

> "A proposal has been made that in order to encourage the increase of traffic during the slack season railways should make some reduction in the ordinary rates or defer payment of freight charges during this period. Is this necessary, and, if so, in respect of what commodities and to what extent."

The Hon. Mr. Wardlaw Milne favoured the continuance of the system of indents they adopted last cold season when the local mills were threatened with almost unprecedented shortage of coal, and he was supported by Mr. Saklatwala, President of the Bombay Mill-Owners' Association. A representative of the Bengal National Chamber of Commerce urged that the system of deferred payment of freight should be adopted to induce consumers for stacking more coal. Mr. Mehta of the Indian Merchants' Chamber opposed this as he said railways would be perhaps losers through such a system and observed that, if the Conference had really to solve the problem of congestion, for which they had met together that day and to induce a greater

stacking of coal during the slack season there should be a decrease in freight for coal during the monsoon months and that the increase in freight notified recently should take effect on the 1st of November and not from the 1st of September, as mill-owners had not on their own showing been able to stack sufficient quantity of coal for their requirements during the busy season, and, as the difference in freight for two months would induce a larger stacking on the part of mills, especially as railways were promising to give as many waggons as they wanted. Mr. Ryan of the Upper India Chamber of Commerce supported the latter suggestion. Both the President of the Bombay Chamber of Commerce and the President of the Bombay Mill-owners' Association replied that the item of freight was a small item to the mill-owners and that the chief question to them was a regular supply of coal and not any decrease in rate or any deferred payment of freight. Both of them also spoke strongly against the practice of hawking railway receipts for coal preventing the *bona fide*, consumers (that is mill-owners) from getting their required coal.

PROPOSED LOCAL COMMITTEES.

Before the last item was taken up Sir George Barnes left the meeting and Sir Robert Gillan took the chair. This item was :—

"During the congestion which occurred in the first half of the current year, preference was given to war requirements and to coal for the public. The former must continue to be recognised as of first importance. As regards the latter and other commodities for the public, is it possible to devise machinery, say, by the formation of local committees at important centres to assist and lay down any general principles for the guidance of such com-

mittees. For example is it possible to classify certain kinds of traffic as :—

(*a*) of Imperial importance,

(*b*) of local importance,

and accord preference accordingly.

With regard to this question representatives of the Bombay Chamber of Commerce and the Mill-Owners' Association observed that it was not necessary to form such local committees as proposed, as Committees of Chamber of Commerce were already there to advise Government and the Railways if necessary regarding congestion. Mr. Mehta of the Indian Merchants' Chamber, wanted to know if the term "Imperial importance" was to be taken to mean only war materials or any commodities which might be considered of Imperial importance by proposed committees. On being given to understand that the latter was the case he protested against any Committee or Railway being given the power to determine which commodities were of Imperial importance and which of local importance and urged that such a power should rest only with the Government who might consult Committees of different Chambers, with regard to these questions whenever any necessities arose. The Hon. Mr. Wardlaw Milne also observed that he would not like any Committee to be invested with such large powers. As already reported the whole suggestion was considered thus impracticable.

COAL TRAFFIC.

TO THE EDITOR OF THE "TIMES OF INDIA."

Sir,—With reference to the recent Railway Conference held at Calcutta, I find on my arrival here that the report

telegraphed to you by the Associated Press is misleading when it mentions that the suggestion made by the member of the Bengal National Chamber regarding deferred freights was supported by the representative of the Indian Merchants' Chamber, that is myself. On the contrary I disapproved, on behalf of my committee, of this suggestion and urged that there should be a decrease in freight rates during the slack season and also that the increase in the freight rate for coal announced to take effect from the 1st of September, 1916, should be put into operation from the 1st of November so as to give inducement to the coal consumers to stack more coal during the season. I was supported in this latter suggestion by Mr. Ryan of the Upper India Chamber of Commerce.

J. K. MEHTA.

No. 962 Ry. of 1916.

PUBLIC WORKS DEPARTMENT.

Bombay Castle, 27th July 1916.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I am directed to forward, for information, a copy of a letter from the Railway Board No. 374-T., dated 28th June 1916 and to request that you will kindly favour Government with any remarks which your Chamber may have to offer on the suggestion relating to the possibility, should

the necessity arise, of giving preference on Railways to certain classes of goods during the period of pressure.

2. I am to state that Government would be glad if your reply to this letter could reach them by the 15th August 1916.

I have the honour to be,
Sir,
Your most obedient servant
W. N. CARTLAND,
Under Secretary to Government,
Irrigation and Railways.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

(Railway Board.)

No. 374-T.

Dated Simla, the 28th of June 1916.

To

The Secretary to the Government of Bombay,
Public Works Department.

Sir,

I am directed to state, for the information of His Excellency the Governor in Council that, in view of the serious congestion of Railway traffic that arose last year and is likely to be repeated in a more intense form during the coming busy traffic season it has been decided to hold a Conference between the representatives of the com-

mercial interests principally affected and the Government of India to discuss the remedies which may most suitably be applied. The subjects for discussion which have been suggested are the following :—

(1) The possibility of increasing consignments of coal and manganese and perhaps other commodities during the slack season and of building up stocks against the time when there might be a great pressure of traffic. Railways have already arranged to take this action in respect of their stocks of coal, but private consumers, if asked to follow the example of the Railways, will no doubt raise questions regarding the output of mines during the monsoon and possible deterioration of stocks.

(2) The possibility of railways encouraging traffic during the slack season by concessions in rates by way of rebate or otherwise. This is a question on which the views of Railway Administrations will carry the greatest weight and their views are being obtained and will, it is hoped, be to hand before the Conference meets.

2. The two foregoing suggestions are matters on which, in the opinion of the Government of India, it is not necessary specifically to invite the opinion or suggestions of the Government of Bombay but are merely metioned, in order to explain the general trend of the action proposed and the scope of the Conference. A third suggestion relates to the possibility, should the necessity arise, of giving preference to certain classes of goods during the period of pressure. The Government of India would be glad to receive the views of the Government of Bombay on this

suggestion. It is necessary to ascertain in the first place what commodities can be carried during the slack season without a degree of loss or inconvenience to the interests concerned greater than the circumstances warrant. There are certain articles such as stone, timber, ores, etc., which can equally well be carried at any time. Coal, on the other hand, is liable to deterioration, but consignees may reasonably be called upon to submit to this in view of the necessities of the case. There are, it is true, many commodities such as cotton, jute, seeds, etc. which must be mostly carried in the busy season. It is, however, possible that they might be handled in the slack season to a greater extent than at present; for instance, it is not uncommon to see a considerable portion of the stocks of one year held during the intervening slack season and moved with the opening of the next busy season.

3. Although the Government of India do not expect that it will prove possible to effect a general classification of all classes of goods in degrees of relative urgency, they think that certain classes of goods may be found capable of being dealt with in the slack season. It could then be laid down that in case serious congestion should arise, preference will be given to commodities which must be carried in the busy season; and that consignees who fail to offer for despatch other commodities in the slack season run a serious risk of their consignments being hung up during the ensuing busy season.

4. I am to request that, with the permission of His Excellency the Governor in Council, the matter may be discussed with the local interests chiefly concerned and the Government of India favoured, at an early date, with the views of Bombay Government on the subject. I am to explain that a preliminary discussion will be held in July at which the Hon'ble Member in charge of the Department

of Commerce and Industry will preside, between a representative of the Railway Board and commercial representatives from Calcutta and elsewhere, at which, it is hoped, it may be possible to arrive at some decision in respect of the first two points noted above and to obtain the approval of commercial representatives to the principle of the third proposal. There will, however, be no necessity to bring it into practical operation before the ensuing busy season, and it is at present intended to discuss the matter, should any further consultation with commercial interests prove necessary, during the ensuing Legislative session in September next at Simla. I am to request therefore that the views of the Government of Bombay may be communicated to the Government of India by the 1st of September 1916.

I have, etc.,

T. RYAN,

Secretary, Railway Board.

Dated 14th August 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE UNDER SECRETARY TO GOVERNMENT,

Irrigation and Railways.

Public Works Department,

BOMBAY.

Sir,

I am directed to acknowledge receipt of your letter of the 28th June 1916, No. 962 of 1916, and to reply thereto as follows :—

The first two points stated in your letter were dealt with first in the representation of my Committee dated the 13th June 1916 and secondly at the Conference held at Calcutta by the Chamber's representative.

It was pointed out at the Conference that Mill-Owners, who may be regarded as principal consumers of coal here were all ready to take during this slack season as much coal as offered to them for stacking purposes. The collieries also declared on their part that they were prepared to send any quantity of second class coal if first class was not available. Notwithstanding what was urged as just stated before it clearly appeared that the Railways were not able for some reason or other, to supply a sufficient number of wagons to carry all the requirement of coal in Bombay. This fact of the inability of railways, so well-known, was empathically pointed out at the Conference. The local mills hardly obtained sufficient coal even for their daily purposes during this slack season. Under the circumstances, the Committee understand that the majority of mills have not been able to stack any coal for the coming busy season as was suggested

Regarding the second point, about the possibility of railways encouraging traffic during the slack season by offering concessions in rates by way of rebates or otherwise, my Committee are not aware that the views of the Railway administrations were at all submitted to the Railway Conference. The representative of this Chamber proposed the advisability of a diminution in rates for the slack season as compared with those for the busy season. He fur-

ther suggested that the proposed increase in freight rate for coal should not operate from the 1st of September 1916 as notified but from the 1st of November 1916, having regard to the fact that mill-owners were not able to stack their coal beyond their normal requirements at the date the Conference was held. The first suggestion remained unsupported wholly but the second suggestion was supported only by the representative of the Upper India Chamber of Commerce. The Committee are of opinion that this question of the reduction of rates for the slack season is extremely important and must be solved satisfactorily if any broad and comprehensive scheme of a practical character is to be worked out to prevent a repetition of the *impasse* of the last cold season. If coal or any other commodity is to be brought down in larger quantities during the slack season to free Railway wagons for the conveyance of other commodities during the busy season, there must be some inducement offered to consumers and merchants. Whether these will be prepared to stack coal and like commodities during the slack season for the busy season without such an inducement cannot be answered from this year's experience, as there were not sufficient Railway wagons even to bring the daily normal requirements.

With regard to the third suggestion regarding the possibility of giving preference to certain classes of goods during the period of pressure, it may be stated at the outset that my Committee are not in favour as a rule of giving any preference to any commodity for Railway transport. Looking, however, to the special circumstances that have arisen they recognize that preference may have to be given to some commodities. As to what commodities can be carried during the slack season without a greater degree of loss or inconvenience to the interests concerned than the circumstances warrant, my Committee hink coal,

manganese, stone, timber, ores, etc., can well be carried during the slack season to a greater extent than has been the case hitherto. There would be found some difficulties for coal in the way of stacking and deterioration, but if these, can be carried at a comparative lower rate for the slack season the difficulties of stacking and consequent detereoration in quality may to some extent be obviated. As to the manganese the accommodation in Bombay is limited and costly; and it is doubtful, looking to this year's experience, if with all the facilities that can be offered a larger quantity of this commodity can be brought down. The suggested reduction of rates would however induce consignees to bring down stocks of this mineral compatible with the existing accommodation.

5. With reference to other commodities like cotton, jute, seeds, etc., it has been suggested in your letter that they might be handled in the slack season to a greater extent than at present. My Committee fear that there is some misconception about the operations of this trade. Stocks of these commodities are kept in the mofussil on account of the merchants there who would not care unless assured of prospects of better prices. It may be also because neither exporters nor Bombay merchants would like to handle them during the slack season. Whenever stocks are kept in upcountry on account of Bombay merchants it is generally because the rent of godowns in this city is exorbitant. Not only this but there is another difficulty, namely, the insistence by Companies to get issued Railway Risk Note A which has the effect of arresting larger traffic which might otherwise flow in during the slack season. Under the circumstances my Committee fail to understand how it would be possible to handle commodities like cotton, jute, seeds etc., to a greater extent as desired during the slack season.

6. Coming then to the main point as to which commodities should be given a preference my Committee are of opinion that under the special circumstances prevailing at present such a preference may be given to coal provided it is to be used for industrial purposes.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX Y.

Higher Duty on Voiles.

62, Tamarind Lane,
Churchgate Street,
Bombay, 8th May 1916.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Dear Sir,

We the undersigned beg to bring to your notice the following grievances in full expectation that they will be put before the members of your executive committee where the matter may be warmly discussed and steps must be adopted in a way which would lead to success to the interest of all concerned.

There are certain cases of Art Silk Voiles which were passed up to now under 3½ per cent. duty but for the last six or seven days the Appraiser in the Custom Office demands for such goods the tariff duty of 7½ per cent. without any proper reasons.

We shall be highly obliged to you if you will allow the following persons to be present before the executive committee when the same takes into hand the above matter.

Hoping to be excused for the trouble and thanking in anticipation.

Yours faithfully,
PUDUMSEE MULJI,
and others.

82, Tamarind Line,
Churchgate Street,
Bombay, 8th May, 1916.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

Dear Sir,

We the undersigned beg to inform you that we have carefully perused the petition dated the 8th May forwarded to you under the signature of Mr. Pudumsey Munjee and others and shall be highly obliged to you if you will take necessary steps in the matter.

Yours faithfully,
(Sd.) CHHOTALAL VALABHAJEE,
and others.

30th May 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To,

P. ECCLES, ESQ., I. C. S.,

Acting Collector of Customs,

BOMBAY.

Sir,

The attention of the Committee of this Chamber has been drawn by some of its members to the increase in duty on a certain class of piecegoods ordinarily known as "Voiles." They are informed that these were till recently charged 3½ per cent. import duty but for the last few days Appraisers in the Customs Office demand the higher duty of 7½ per cent. without giving, it is said, any reasons. My Committee are assured that these goods contain not a thread which is either of silk or wool. My Committee hope you will be kind enough to inquire into this matter and to restore the duty to its old basis.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

R. S. R. No. 2649 of 1916.

From

P. ECCLES, ESQ., B. A., I. C. S.,

Offg. Collector of Customs,

BOMBAY.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Bombay Customs House,

1st June, 1916.

Sir,

In reply to your letter dated the 30th ultimo, regarding the assessment to duty of a class of piecegoods known as "voiles," I have the honour to state that such piecegoods are not classed as cotton piecegoods, but are liable to pay duty at 7½ per cent. as textile fabrics not otherwise described under article 98 of the Tariff Valuation Schedule printed in Customs Circular No. IV of 1916. I would also refer you to section 21 of the Sea Customs Act and to Customs Circular No. XIX of 1896 printed at pages 262-263 of the Rules and Notifications under the Sea Customs Act and Standing Orders (1914 Edition) and state that it will appear from this circular that goods of the kind mentioned in your letter are assessable at the lower rate of 3½ per cent. for cotton piecegoods or the higher rate of 7½ per cent. according to the extent to which any non-cotton substance is present in the fabric.

2. I shall be glad to discuss the matter with the representatives of your Chamber personally if they wish to do so.

I have the honour to be,

Sir,

Your most obedient servant

P. ECCLES,

Offg. Collector of Customs,

R. S. R. No. 2649 of 1916.

From

P. ECCLES, ESQ., B. A., I. C. S.,

Offg. Collector of Customs.

BOMBAY.

Bombay Customs House,

15th June 1916.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY

I have the honour to acknowledge receipt of your letter dated the 13th current on the subject of the assessment to duty of a class of piecegoods known as "Voiles" and to state that I shall be glad to see the gentlemen named on Wednesday the 21st current at 11 a. m. if that time will suit them. If the time and date suggested are

not convenient to them I shall be glad if they will suggest another.

I have the honour to be,

Sir,

Your most obedient servant,

P. ECCLES,

Offg. Collector of Customs.

R. S. R. No. 2774 of 1916.

From

P. ECCLES, Esq., B. A., I. C. S..

Offg. Collector of Customs,

BOMBAY.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Bombay Customs House,

9th June, 1916.

Sir,

As desired in your letter dated the 7th June 1916, I have the honour to forward herewith a typed copy of Customs Circular No XIX of 1896, and to be

Sir,

Your most obedient servant,

P. ECCLES,

Offg. Collector of Customs.

CUSTOMS CIRCULAR No. XIX OF 1896.

No. 3924-S. R. dated the 15th September 1896.

From

THE GOVERNMENT OF INDIA,

Finance and Commerce Department,

To

The SECRETRAY to the Government of Bombay,

Revenue Department.

I am directed to acknowledge the receipt of your letter No. 6089, dated the 4th August 1896, requesting orders on certain points raised by the Collector of Customs, Bombay on the instructions contained in the letter from this Department No. 2589, dated the 15th June 1896, regarding the levy of duty on cotton goods bordered or embroidered with silk or wool.

2. I am to explain that the principle of the instructions conveyed in the letter of the 15th June is that although the law (section 21 of the Sea Customs Act) prescribes the levy of the higher rate of duty on cotton goods ornamented with silk or wool, the Government preferred to levy the lower rate applicable to cotton goods when the articles inserted in the fabric are inserted simply for decorative effect and are not so interwoven as to form a substantial portion of the fabric.

3 On the principle here stated, it would not be expedient to tax as silk goods, cotton socks, vests and drawers, because they have, for the purpose of decorative finish, a silk clock on the socks, a waistband of silk on the drawers, or a border of silk where the buttons and button holes are inserted in the vest. Nor would it be in accordance with the wish of the Government to tax a piece of cotton muslin

or grenadine at the higher rate applicable to silk or woollen goods because the piece is decorated with embroidered flowers like the samples received with your letter. The article, even so embroidered, remains a piece of cotton muslin and would not be treated in the trade, and should not be treated in the Customs House as anything but cotton. The higher value imparted to it by the embroidery is in all the cases under discussion sufficiently met by the tax being assessed on the market value whatever that is. The case is entirely different where cotton forms but a part of the fabric, as where cotton is the warp and silk or wool the weft, or where the embroidery practically covers and disguises the fabric. In such cases the article must be treated as made of the more highly taxed article. No rules are required for the treatment of such cases, which can easily be differentiated in practice from cases where the embroidery is merely a decoration on a cotton tissue which remains in substance and to sight a cotton tissue.

4. Similar remarks apply to the case of dhutis, saris, scarves or other goods bordered with silk. In essence the case does not differ from that of embroidered goods, and as it is not possible to define a limit for a decorative embroidery so it is not possible to define a limit for a narrow ornamental border. If, for instance, a limit of one inch were fixed, the effect of the decision would be to penalise goods with a border of $1\frac{1}{8}$ inch, with the effect of restricting and harassing trade in goods which are as much cotton goods as those with a border an eighth of an inch less wide. It must be left to the Customs authorities to decide in the exercise of their discretion, when borders, embroideries, or stripes are of such a nature that they practically disguise or alter the appearance or substance of the cotton fabric the article then being taxed at the rate applying to the tissue of such borders, embroideries or stripes.

19, Bank Street,

Old Telephone Buildings,

4th July 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

P. ECCLES, ESQ., B. A., I. C. S.,

Offg. Collector of Customs,

BOMBAY.

Sir,

In reply to your letter of the 15th June 1916, No. 2649 of 1916, and in continuation of my letter of the 19th June 1916, I beg to inform you that the representatives of this Chamber will find Friday the 8th instant 4 p. m. as suitable time for meeting you regarding the question of duty on "Voiles." You will be kind enough to let me know if this will suit you

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

19, Bank Street,

Old Telephone Buildings,

13th June 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

P. ECCLES, ESQ., B. A., I. C, S.,

Offg. Collector of Customs,

BOMBAY.

Sir,

With reference to your letter of the 1st instant No. 2649 of 1916, I am directed by the Committee of this Chamber to inform you that the following gentlemen are deputed by them as their representatives to discuss the question of the assessment to duty of a class of piecegoods known as "Voiles."

1. The Hon'ble Mr. Manmohandas Ramji.
2. Mr. Devidas Madhowji Thackersey.
3. Mr. Motilal Vallabhji.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

R. S. R. No. 2649 of 1916

From

P. ECCLES, ESQ., B. A., I. C. S.,

Offg. Collector of Customs,

BOMBAY.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Bombay Customs House,

2nd September 1916.

Sir,

I have the honour to return herewith the draft report regarding the question of assessment of duty on "Voiles," forwarded with your letter dated the 28th August, and to say that the report correctly states the result of the discussion and the arrangement agreed upon. It should however be understood that the matter is always open to re-consideration.

I have the honour to be,

Sir,

Your most obedient servant,

.....,

for Offg. Collector of Customs.

THE INDIAN MERCHANTS' CHAMBER AND BUREAU,

Old Telephone Buildings,

19, Bank Street,

Bombay, 26th August 1916.

A deputation of the Indian Merchants' Chamber and Bureau consisting of the following gentlemen waited on Mr. P. Eccles, B. A., I. C. S., Offg. Collector of Customs, at the Customs Office on Friday the 25th instant at 4 p. m. (S. T), in connection with the increased duty charged on voiles.

1. The Hon'ble Mr. Manmohandas Ramji.
2. Mr. Devidas Madhowji Thackersey.
3. Mr. Motilal Vallabhji.
4. Mr. J. K. Mehta (Secretary).

After some consideration of the conditions discussed at the previous meeting held on the 7th July 1916 Mr. Eccles agreed to adopt the following procedure regarding the duty on Voiles.

If the percentage of artificial silk in either warp or weft was $\frac{1}{3}$ or more of the total superficial area higher duty of $7\frac{1}{2}$ per cent. was to be charged. If artificial silk occurred both in warp and weft higher duty of $7\frac{1}{2}$ per cent. was to be charged without regard being to the percentage.

This arrangement will apply also to all the goods imported after the 7th July 1916 on which the duty has been paid already and also to goods imported before that date on which the duty has been paid under protest.

J. K. MEHTA,

Secretary.

APPENDIX Z.

Indian Registration.

No. 5387 of 1916.

Revenue Department.

Bombay Castle, 25th May 1916.

From

J. A. POPE, ESQ., I. C. S.,

Under Secretary to the Government of Bombay.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I am directed to forward copy of a Bill to amend the Indian Registration Act, XVI of 1908, with the Statement of Objects and Reasons, and to request that you will favour Government with the opinion of the Chamber and Bureau on the provisions of the Bill.

2. I am to request that the reply to this letter may be sent by 30th June 1916 at the latest.

I have the honour to be,

Sir,

Your most obedient servant.

J. A. POPE,

Under Secretary to Government.

BILL

Further to amend the Indian Registration Act, 1908.

WHEREAS it is expedient further to amend the Indian Registration Act, 1908; It is hereby enacted as follows:— XVI of 1908.

Short title.

1. This Act may be called the Indian Registration (Amendment) Act 191 .

Insertion of new section 87A after section 87, Act XVI of 1908.

2. After section 87 of the Indian Registration Act, 1908, the following section shall be inserted namely:— XVI of 1908.

"87A. (*1*) Notwithstanding anything contained in this Act, the registration of a document registered before or after the commencement of this Act, shall not be deemed to be invalid by reason only of the fact that the document was presented for registration by an agent not duly authorised by a power-of-attorney executed and attested or authenticated under the provisions of any enactment in force.

Registration of document not to be deemed invalid by reason of defect in presentation.

(*2*) Where any claim has been wholly or in part dismissed, rejected or withdrawn after the 25th day of November 1914, and before the commencement of the Indian Registration (Amendment) Act, 191 ,

Restoration of claims dismissed, rejected or withdrawn by reason of defect in presentation of a document for registration.

[*Cf.* s. 31 (*2*) of Act IX of 1908].

in a Court of first instance or of revision or of appeal, by reason only of the fact that a document was presented for registration under any enactment in force by an agent not duly authorised by power-of-attorney under the provisions of such enactment, the case may, if the dismissal, rejection or withdrawal has had the effect of invalidating, in whole or in part, the said document as between persons claiming or liable thereunder, be restored on review in the manner provided by the Code of Civil Procedure, 1908, for review of judgments, on application in writing made within six months from the commencement of the said Act; and on such restoration the provisions of sub-section (*1*) shall apply to the said document."

V. of 1908.

STATEMENT OF OBJECTS AND REASONS.

The recent decision of their Lordships of the Privy Council in Jambu Prasad *v.* Aftab Ali Khan (I. L. R., 37 All., February 1915, p. 49), threatens to affect the validity of the registration of many documents, which were accepted, when presented, by the registering officer from the person or persons presenting the same and duly registered. In the case of well-to-do landlords, money-lenders, men of business and *parda nashin* ladies, it has been a common practice to send agents, munibs, gumashtas servants or relations to the registration office with the executant to pay the money payable before the registering officer, and to see that the document was duly registered. In some cases, such agents may possess a power-of-attorney of the kind required by section 33 of the Indian Registration Act, 1908, but in the large majority of instances, where the

creditor, trader or lady concerned is not a landed proprietor, the most suitable man in the service or family circle available at the time, who can safely be entrusted with the money, is generally selected, and though the executant usually goes with him to the registration office, care is not always taken that the presentation is effected by the executant, or by an agent authorised by a power-of-attorney executed and authenticated in the manner provided by the Indian Registration Act. There may also be cases where the agent possesses a power-of-attorney from one of the persons claiming under a document, but not from all. The fact that the mere physical act of handing over the document to the Registrar was performed by a relative or agent not holding a proper power-of-attorney ought not, however, to stand in the way of the validity of registration, if the document be otherwise duly registered. The matter has been the subject of various decisions, some of which will be found reported in Mohendra Nath *v.* Samu Bibi (7 C. W. N., page 229), Ishriprasad *v.* Baijnath (3 A. L. J. 743), Nathumal *v.* Abdul Wahid Shah (I. L. R., 24 All. 355), Atma Ram *v.* Ugrasen (I. L. R., 35 All. 72), Karta Kishen *v.* Harnam Chand (I. L. R., 35 All. 72) Watayti Begum *v.* Fazal Hussain Khan (9 All. L. J. 148), and Atal Beharilal *v.* Hemenchal Singh (6 Oudh Cases 9); and in a case in which a document was presented for registration by an agent who held a power-of-attorney, after the death of his principal, it was ruled by their Lordships of the Privy Council that section 87 of the Registration Act did not cure the defect (Majib-un-nissa *v.* Abdul Rajim (I. L. R. 23 All. 233). The recent decision of their Lordships of the Privy Council, however, goes further, and renders registration invalid in respect of all documents presented for registration by the agent of a party claiming under a document, if the agent was not authorised in the

manner provided by section 33 of the Indian Registration Act, 1908, though he may have been accompanied at the time of presentation by the executant. The consequences of such a decision will, it is apprehended, be serious and far-reaching, and there is urgent need, therefore, for meeting or removing the difficulty by legislation. The Bill proposes to provide a remedy by adding a sub-section to section 87 of the Act, to ensure that the mere fact that the person who presented a document for registration was not duly authorised by a power-of-attorney executed and authenticated in manner mentioned in section 33 of the Act shall not invalidate the registration of the document if it was otherwise duly registered.

The Bill proposes to give retrospective effect to the amendment in order to prevent or obviate miscarriages of justice.

MADAN MOHAN MALAVIYA.

No. 6512 of 1916.

Revenue Department.

Bombay Castle, 30th June 1916.

From

J. A. POPE, ESQ., I. C. S.,

Under Secretary to the Government of Bombay.

To

THE SECRETARY,

Indian Merchants' Chamber and Bureau.

BOMBAY.

Sir,

I am directed to invite your attention to Government letter No. 5387 dated 25th May 1916 requesting the opinion

of the Chamber and Bureau on the provisions of the Bill to amend the Indian Registration Act, XVI of 1908, and fixing 30th June 1916 as the latest date for the transmission of the opinion. I am to request that Government may be favoured with a very early reply to the letter.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. POPE,

Under Secretary to Government.

30th June 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

J. A. POPE, ESQ., I. C. S.,

Under Secretary to Government,

Revenue Department,

BOMBAY.

Sir,

Under the direction of the Committee of this Chamber I beg to acknowledge the receipt of your letter of the 25th May 1916, No. 5387 of 1916, asking for their opinion on the Provisions of the Bill to amend the Indian Registration

Act XVI of 1908 and to state in reply that they approve of these Provisions.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX A—A.

Sugar Crop Forecast.

Department of Statistics, India,

1, Council House Street,

CALCUTTA, 6th May 1916.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Dear Sir,

With reference to the date of the publication of the first Sugarcane forecast, which is at present issued by this Department on or about the 20th August each year, I write to enquire whether the trade would prefer to have a forecast of area two months earlier than at present (*i. e.*, in June) without any reference as to the prospects of the crop, or, as at present a forecast of both area and prospects

in August. Since the crop depends largely on the rainfall in June and July, information regarding the prospects of the crop will not be possible in a forecast of area published in June. Such information, however, would be given two months later than at present *i. e.*, in the second forecast which is published on or about the 20th October of each year. I shall, therefore, be much obliged if you will say whether the trade would prefer to have a forecast of area only in June and to get no information as to crop prospects until October (when the second forecast is issued) instead of, as at present, a forecast of both area and prospects in August followed by a similar forecast of area and prospects in October.

Yours faithfully,

G. FINDLAY SHIRRAS,

Director of Statistics.

19th Bank Street,

Old Telephone Buildings,

13th June 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

G. FINDLAY SHIRRAS, ESQ.,

Director of Statistics,

1, Council House Street,

CALCUTTA.

Dear Sir,

With reference to your letter of the 6th May 1916, No. 1243, I am directed by the Committee of this Chamber to inform you it appears to be the opinion of Sugar trade here that if it is proposed to issue a forecast in June, it should be an additional forecast and should not take the place of the forecast issued in August which, it is insisted, should not be discontinued. The reason given is that the proposed June forecast will naturally relate only to area and trade will have to wait up to October for getting some idea of the area and prospects.

Yours faithfully,

J. K. MEHTA,
Secretary.

APPENDIX A—B.

The Bill to amend the Transfer of Property Act.

No. 3796 of 1916.

Judicial Department,
Bombay Castle, 5th June 1916.

From

A. F. KINDERSLEY, ESQ.,
Under Secretary to the Government of Bombay.

To

THE CHAIRMAN,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

Sir,

I am directed to forward herewith a copy of an Order of Government in this Department No. 3793 dated this day, and to request that Government may be favoured with the opinion of the Indian Merchants' Chamber and Bureau on the provisions of the Bill further to amend the Transfer of Property Act. Five copies of the Bill and of the Statement of Objects and Reasons are enclosed.

2. I am to request that the reply to this letter may be sent not later than the 1st July 1916.

I have the honour to be,

Sir,

Your most obedient servant,

A. F. KINDERSLEY,

Under Secretary to Government.

Transfer of Property.

[A Bill further to amend the Transfer of Property Act, 1882, so as to validate mortgages executed and attested, under section 59 of the Act in a certain manner.]

GOVERNMENT OF BOMBAY.

JUDICIAL DEPARTMENT.

Order No. 3793.

Bombay Castle, 5th June 1916.

Letter from the Government of India, Legislative Department, No. 2493, dated the 4th May 1916:—

A Bill further to amend the Transfer of Property Act, 1882, with Statement of Objects and Reasons.

'With reference to the proceedings of the Imperial Legislative Council on the 21st March 1916, published in Part VI of the *Gazette of India* of the 1st April 1916, I am directed to forward herewith 60 copies of the papers noted on the margin, and to request that the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill, and with the opinions of the Honourable the Judges of the High Court and of such selected officers and other persons as the Governor in Council may think fit to consult on the subject.

"2. The reply to this letter should be sent by the 31st July 1916."

ORDER.—A copy of the foregoing letter from the Government of India should be forwarded to the Honourable the Judges of the High Court. the Commissioner in Sind, the Commissioners of Divisions, the Judicial Commissioner of Sind, the Honourable the Advocate General, the Solicitor to Government, the Remembrancer of Legal Affairs and all District Judges, with reference to Government Resolution No. 6867, dated the 7th October 1915, and with an intimation that the Governor in Council will be glad to receive by the 1st July 1916 such further observations on the Bill as they may have to make. The District Judges should consult the District Bar Associations before submitting their observations, and the Judicial Commissioner of Sind should report after ascertaining the opinions of the District Judges and the Bar Associations.

2. Copies of the letter together with copies of the Bill and of the Statement of Objects and Reasons should also be forwarded to the Bombay and Karachi Chambers

of Commerce, the Anjuman-i-Islam, the Anjumane-zia-ul-Islam, the Bombay Presidency Trades Association, the Indian Merchants' Chamber and Bureau, the Pleaders' Association of Western India, High Court, Bombay, and all the Non-official Members of the Bombay Legislative Council with a request that they will favour Government with their opinions on the provisions of the Bill by the 1st July 1916.

3. The Honourable the Judges of the High Court, the Judicial Commissioner of Sind, the District Judges, the Non-official Members of the Bombay Legislative Council and the public bodies mentioned above should be informed that Government would be glad if, while stating their opinions on the Bill in general, they could give Government any information as to the extent to which the practice still prevails of witnesses attesting mortgages and deeds of gift not after having seen them executed, but merely on receiving an acknowledgment of his signature from the executant.

A. F. KINDERSLEY,
Under Secretary to Government.

A

BILL

Further to amend the Transfer of Property Act, 1882.

Whereas it is expediedient further to amend the Transfer of Property Act, 1882 : It is hereby enacted as follows :— IV of 1882.

1. This Act may be called the Transfer of Property (Amendment) Act 1915. IV of 1882.

Short title.

Amendment of section 3 of Act IV of 188'.

2. In section 3 of the Transfer of Property Act, 1882 (hereinafter called "the said Act") after the definition of the word "instrument," the following shall be inserted namely:—

[*Cf.* s. 50 of Act X of 1865, s. 2 (2) of United Provinces Act III of 1910.]

"'attest,' with its grammatical variations, when used with reference to any instrument, means to sign such instrument as a witness in the presence of the executant thereof after having seen the executant sign the same, or after having received from the executant a personal acknowledgment of his signature to to the same."

Attestation of mortgage deeds and deeds of gift prior to commencement of the Act.

3. Every mortgage deed or deed of gift which is required under the said Act to be attested by at least two witnesses, and which has been attested before the commencement of this Act, shall be deemed to have been sufficiently attested if two attesting witnesses signed the deed in the presence of the executant after having received from the executant a personal acknowledgment of his signature to the same.

[*Cf.* s 31 (2) of Act IX of 1908.]

Restoration of claims dismissed, rejected or withdrawn by reason of defect in attestation of mortgage deed or deed of gift.

4. Where a claim under a mortgage deed or a deed of gift, attested by witnesses has been wholly or in part dismissed, rejected, or withdrawn, after the 30th day of July 1912, and before the commencement of this Act, in a Court of first instance or

of revision or of appeal, by reason only of the failure of a party to prove that an attesting witness signed the deed in the presence of the executant after having seen the executant sign the same, the case may, if the dismissal, rejection, or withdrawal has had the effect of invalidating, in whole or in part, the said deed as between persons claiming and liable thereunder, be restored on review in the manner provided by the Code of Civil Procedure, 1908, for review of judgments, on application in writing made within six months from the commencement of this Act; and, on such restoration, the provisions of section 3 shall apply to the said mortgage deed or deed of gift, as the case may be.

V of 1908.

STATEMENT OF OBJECTS AND REASONS.

Their Lordships of the Privy Council have held in Shama Patter *vs.* Abdul Kadir (I. L. R. 35, Mad., p. 607) that the word "attested" used in section 59 of Act IV of 1882 (the Transfer of Property Act) means signed by a witness who saw the actual execution of the deed, and that the attestation of a mortgage deed on a mere acknowledgment of his signature by the executant is not sufficient. Until this decision was passed, there was a divergence of opinion among the Indian High Courts on the meaning to be attached to the word "attested" referred to above. The Calcutta High Court and the Madras High Court took the view which their Lordships of the Privy Council have now taken. The Bombay High Court had, at one time, held that the word "attested" included attestation upon acknowledgment, but in a subsequent case that Court also arrived at the same conclusion as the

Calcutta and the Madras High Courts. The Allahabad High Court had on the contrary, held that the word "attested" would include attestation upon a personal acknowledgment by the executant of his signature. The effect of the decision of their Lordships of the Privy Council is that money-lenders seeking redress in Courts of law for the recovery of monies advanced on mortgage securities, often find themselves at the mercy of attesting witnesses, who, if they should be dishonestly inclined, will be able to utilise the occasion to extract payment from one party or the other. This will particularly be the case when most of the attesting witnesses are dead, and only one or two are left alive. It is apprehended that many claims have already been dismissed on the authority of the decision above mentioned, and while redress has thus been denied to those rightfully entitled to recover their debts, dishonest debtors have found a new method available to them of avoiding payment, by trying to tamper with the evidence. In the United Provinces and the Punjab, in the case of mortgage deeds executed by *Pardanashin* ladies, who, according to the custom of the country, do not appear, except before very near relations, the hardship caused by the restricted interpretation of the word "attested" will be still greater. The word "attested" has been the subject of interpretation in several English cases. In Grayson *v.* Atkinson—(2 Ves. Sen. 455 Sc.—28 English Reports, 291 at pages 292-293) (decided in 1752), Lord Hardwicke said:—"It is insisted that the word *attested* superadded to *subscribed* imports they shall be witnesses to the very act and *factum* of signing, and that the testator's acknowledging that act to have been done by him, and that it is his hand-writing, is not sufficient to enable them to attest; that is, it must be an attestation of the thing itself, not of the acknowledgment. To be sure, it must be an attestation of the thing in some sense; but the question upon

this clause, as abstracted from the subsequent, is, if they attest on the acknowledgment of the testator that that is his hand-writing, whether that is not an attestation of the act, and whether not to be construed as agreeable to the rules of law and evidence as all other attestation and signing might be proved? At the time of making that Act of Parliament, and ever since, if a bond or deed is executed by the person who signs it: afterwards the witnesses are called in; and before these witnesses he acknowledges that to be his hand; that is always considered as an evidence of signing by the person executing, and is an attestation of it by them." A similar view was taken in Ellis *v.* Smith decided in 1754. These cases were followed in White *v.* Trustees of the British Museum (6 Bing. 319-Sc. 130 English Reports 1303) (decided in 1829). In that case Tindal C. J. said:—"It has been held in so many cases that it must now be taken to be settled law that it is unnecessary for the testator actually to sign the will in the presence of the three witnesses who subscribe the same; but that any acknowledgment before the witnesses that it is his signature or any declaration before them that it is his will, is subscription of the witnesses complete. The case of Ellis *v.* Smith, which was decided by Lord Chancellor Hardwicke assisted by the Master of the Rolls, Sir J. Strange, Lord Chief Justice Willis, and Lord Chief Baron Parker, all persons of high and eminent authority, is express to the latter point."

In some subsequent cases a different view was taken, *viz.*, that "attested" meant that the witnesses should have been present as witnesses, and should have seen the executant sign the document.

The Indian Legislature has used the word "attested" in several of its enactments. It has been evidently used in the larger sense in section 50 of the Indian Succession

Act, 1865 (X of 1865), and in section 2 (2) of the Oudh Estates Act, III of 1910. Dealing with the attestation of a will, paragraph 3 of section 50 lays down : " The will shall be attested by two or more witnesses, each of whom must have seen the testator sign or affix his mark to the will . . . . . or have received from the testator a personal acknowledgment of his signature or mark."

The Allahabad High Court has expressed the opinion that it was reasonable to suppose that the interpretation put upon the word "attest" in section 50 of the Indian Succession Act should, in the absence of good, technical or substantial reason to the contrary, be taken to be the meaning in which the word is used in section 59 of the Transfer of Property Act (I. L. R. 26, All. 69). Their Lordships of the Privy Council have, on the contrary, held that the Indian Legislature used the word "attested" in section 59 (of Act IV of 1882), in the sense in which it has been *construed* through a series of decisions in the English Courts, namely, that the person attesting should have been present as a witness and seen the executant sign the document which he attests. It has therefore, become necessary, in the interests of justice, that the Indian Legislature should authoritatively lay down in what sense the word "attested" used in section 59 of the Transfer of Property Act is to be understood. Section 2 (2) of the Oudh Estates Act (III of 1910, of the United Provinces Council), contains a definition of the word "attest" as follows :—

"'Attest' with its grammatical variations, when used with reference to any instrument other than a will, means to sign such instrument as a witness, in the presence of the executant after having seen the executant sign the same, or after having received from the executant a personal acknowledgment of his signature to the same."

It seems desirable that a definition similar to the one quoted above should be inserted in the Transfer of Property Act also. If this is done, the hardship, which is likely to result from the decision of their Lordships, in Shama Pattar *v*, Abdul Kadir (I. L. R. 35 Mad. 607), will be avoided. This is what the Bill proposes to do. It proposes to give retrospective effect to the amendment in order that miscarriages of justice should be obviated.

MADAN MOHAN MALAVIA.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

A. F. KINDERSLEY, ESQ., I. C. S.,

Under Secretary to Government,

Judicial Deparment,

BOMBAY

Sir,

By directions of the Committee of this Chamber, I beg to inform you of the opinion which my Committee entertain on the subject of the Provisions of the Bill further to amend the Transfer of Property Act of 1882.

2. The Committee see no objection to the proposal to give retrospective effect to clauses 3 and 4 of the Bill which remove much of the injustice and hardship which the Privy Council Judgement in Shama Pattar *v* Abdul Kadir would otherwise entail on many a *bona fide* creditor. The word

'attested' was differently interpreted by the different High Courts prior to the Privy Council decision above referred to. Many parties must have been led to enter into mortgage transactions to be invalidated, apart from fraud or other malpractices consequent on such a state of matters.

3. At the same time my Committee regret they cannot approve of clause 2 which proposes to give a new interpretation to the term 'attest.' This will tend, my Committee fear, to weaken the law of the Transfer of Property to some extent. There, no doubt, arise occasions when the broadening of the basis of a particular legislation is found expedient by the removal of unnecessary restrictions. In the present case the Committee are of opinion that an attempt at eliminating restrictions will lead to greater complications and miscarriage of justice. The debtor alone is not always the offending party. A creditor, too, is sometimes at fault. The greater wealth and influence of the latter over his debtor necessarily lead to greater temptation. He can force the debtor to sign the mortgage document and then get two witnesses to 'attest' it, under the proposed clause. The same thing will happen in case of Pardanashin ladies whose signature may be forged and attestation taken afterwards. In short, my Committee are of opinion that whatever safeguards legislation may impose in this matter will not be considered enough in a country like India where so much illiteracy prevails and where people can be so easily duped. They respectfully suggest therefore that clause 2 may be omitted.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX A—C.

Jute Coverings.

R. S. R. No. 3030-W. of 1916.

From

P. ECCLES, Esq., B. A., I. C. S.,
Offg. Collector of Customs,
BOMBAY.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

Bombay Customs House,
27th July 1916.

Sir,

I have the honour to inform you that in the case of exports of goods packed in jute from the United Kingdom to European countries other than France, Russia, Italy and Switzerland guarantees are now required from consignees to ensure that the jute coverings of all goods whether free or prohibited shall not reach an enemy destination. The rule applies only to quantities of over 100 bags.

2 It is proposed to apply the same rule to goods shipped from India to European countries other than the above and I am directed to enquire whether there would be any difficulty in its introduction

3. As regards goods which are on the prohibited list, there would apparently be no objection as before a license is granted the additional guarantees could be obtained.

4. As regards goods the export of which is not prohibited a reference to Government would be required before such goods as are packed in jute could be shipped if jute coverings are added to the prohibited list.

5. The countries chiefly concerned are Greece, Spain Portugal, Holland, Denmark, Norway and Sweden. During the present calendar year since 1st January 1916 there have been no exports to Greece, Holland, Denmark and Sweden. There have however been considerable shipments of Castorseed, Groundnuts, Linseed, Sesamum and raw cotton to Spain and small shipments of Groundnuts to Portugal and raw cotton to Norway. All the goods mentioned are I think packed in jute for export. I shall be glad if you will let me know at an early date whether this is correct and what, if any, other goods are so packed.

6. I shall also be glad if you will let me know for the information of Government whether the introduction of the proposed rule would cause difficulty.

I have the honour to be,

Sir,

Your most obedient servant,

P. ECCLES,

Offg. Collector of Customs.

Bombay, 3rd August 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

P. ECCLES, ESQ., B. A., I. C. S.,

Offg. Collector of Customs,

BOMBAY.

Sir,

With reference to your letter No. 3030-W. of 1916, my Committee learn on enquiry that all the goods mentioned therein are packed in jute bags for export. Export commodities like Seeds, Cotton, piece-goods. all food stuffs, including wheat and rice, are invariably packed in jute bags or bales, jute being the most durable material for packing.

The introduction of the proposed rule will, it is to be feared, cause hardship among a large number of exporters. Though guarantees may be demanded for exports in order that they may not reach enemy countries, my Committee would point out that exporters will experience no little difficulty in giving them. The difficulty would, however, be greatly enhanced for it will not be possible for exporters to ascertain and find out the countries where jute coverings may be sent even after their goods have reached the original destination. The Government cannot be unaware of the fact that articles are imported from foreign parts packed in jute bags, as for instance, Almonds from Spain and Italy. Such jute packings, it is a common practice for years together to utilise either for local purposes or for packing other articles of exports owing to their being obtainable considerably cheap. It would be thus apparent how difficult if not impossible, it is to bring into force such a rule as proposed. Under the circumstances my Committee are of opinion that the rule is unworkable in practice and ought to be dropped.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX A—D.

Interviews with Officials.

The Hon'ble Sir William Clark, Member for Commerce and Industry, Government of India, was to meet the Committee of the Indian Merchants' Chamber on Friday, the 10th instant, but could not do so owing to his indisposition.

Thereupon the Vice-Chairman of the Chamber with Ex-Chairman of the Chamber saw him at Government House and discussed the following questions :—

1. The preferential benefit derived by foreign manufacturers of Gold and Silver lace and Silver articles owing to Indian makers being obliged to buy Silver bullion with the duty of 15 per cent., while the importers have only to pay a duty of 5 per cent.

2. The hardships and losses incurred by certain trades and merchants by reason of freight, secured prior to commandeering by Government, having been cancelled, thus disarranging all contracts.

3. Necessity for a declaration by Government of the definite policy which may have been laid down for the future development of Indian industries and for the publication of a resolution defining this poilcy.

4. Information regarding the result, favourable or unfavourable as it may be, as to export of wheat which was undertaken last year.

The reply of the Hon'ble Sir William Clark to the different questions was as follows :—

The Hon'ble Sir William Clark in reply promised to bring to the notice of the Finance Member the views of the Chamber on the position of Indian makers who pay special duty on their imported silver bullion. He expressed his sympathy with hardships and losses incurred by merchants in the commandeering of ships by Government, but pointed out that this was an almost unavoidable concomitant of war, since it would be impracticable for the State to take upon itself the burden of all claims by third parties arising out of requisitioning by Government. He added that he understood that some of the shipping companies had provided freight in place of that which had been taken up without increasing rates, but he was not aware how far this practice had been general.

As regards the policy to be followed by the Government of India for the future development of Indian industries, the Government of India were now in correspondence with the Secretary of State, and he was not at the moment in a position to make an announcement. The Chamber, however, were no doubt aware that the whole subject was to be discussed in the Imperial Legislative Council on a Resolution to be brought forward by a member of the Committee, the Hon'ble Sir Ebrahim Rahimtoola, and Government hoped then to be able to make a full statement of their views and intentions.

With reference to the results of the working of the wheat scheme, the sales, as the Committee were no doubt aware had been effected through the agency of a Government Committee in London, and accounts in full detail up to the date when exports had virtually ceased for the time being, had not yet been received. In round figures however Government had made a small profit of about £ 130,000 but as the Chamber would have observed from a communiqué recently issued, the scheme was now to

continue beyond the end of the current official year, and a final balance of profit or loss could not be struck until the transactions should have got closed.

THE INDIAN MERCHANTS' CHAMBER AND BUREAU.

Old Telephone Buildings,

19, Bank Street,

Bombay, 16th November 1915.

A meeting of the Committee of the Indian Merchants' Chamber and Bureau was held on Tuesday the 16th instant at 1-20 p. m. (B. T,), to discuss with Mr. G. Findlay Shirras, Director of Statistics, Government of India, several questions relating to statistics and crop forecasts, when the following gentlemen were present:—

1. Mr. Dinshah Edulji Wacha, (Chirman.)
2. Hon'ble Mr. Lallubhai Samaldas, C. I. E., (Vice-Chairman.)
3. Hon'ble Sir Fazulbhoy Currimbhoy.
4. Mr. Purshottamdas Thakoredas.
5. Mr. Sorabjee Eduljee Warden.
6. Mr. Lakhmichand Manekchand Khokhani.
7. Mr. Motilal Kanji
8. Mr. S. B. Billimoria.
9. Mr. Chuturbhuj Shivji.
10. Mr. Gopalji Walji Sunderji.

11. Mr. M. P. Madan.

12. Mr. Motilal Vallabhji.

13. Mr. Jagannathji.

The Chairman welcomed Mr. Shirras on this his first visit to the Committee of the Indian Merchants' Chamber.

Mr Shirras observed that he was glad to meet the Committee and expressed his sympathy with the Chairman and the Chamber on the death of their distinguished citizen Hon'ble Sir Phirozshah M. Mehta. He said that to know Sir Phirozshah was to admire and respect him and that Bombay had lost in him one who was a shining light in every line of life. His death was a great loss not only to Bombay but to India, and would be particularly heavy for gentlemen like Mr. Wacha who was his very intimate friend. Mr. Wachha replying expressed his thanks for this sympathy.

1. The attention of Mr. Shirras was drawn by the Chairman to the different units used in different statistical volumes by the Imperial and Provincial Governments. Thus to take one instance Tobacco was given in lbs., in "the Annual Statement of the Trade and Navigation of the Presidency of Bombay" and also in the "Annual Statement of the Sea-borne Trade and Navigation of British India." But while its value is given in terms of rupees in the former volumes, it is given in terms of pounds sterling in the latter. Not only this but it is given in maunds in "the Rail and River-borne Trade of the ombay Presidency" and in hundredweights in "the Rail and River-borne Trade of India." Mr. Shirras explained in detail the reasons for this and said that the chief thing to be considered with regard to this question was what units were wanted by the merchants themselves and promised

to consider it if the Committee would address him mentioning the unit which they would like to have in all the Statistical volumes.

2. The Chairman drew the attention of Mr. Shirras to the movement of the Internationalisation of Statistics and asked whether the Government of India were taking any part in this movement. Mr. Shirras said that the late Mr. Noel-Paton, Director General, Commercial Intelligence, was sent as a delegate to a Conference held under the auspices of this movement and that some changes were already introduced in the Government of India statistical publications. He also observed that it was not possible to introduce the nomenclature of an international Committee of statistics as it would not always be useful here to those who used the statistics, especially the mercantile community. He noted this question also and promised to look into it further although the present time was hardly an opportune time.

3. With regard to Cotton crop forecasts after some discussion with Mr. Shirras, the Committee approved of the proposed arrangement with regard to the classification of different growths of cotton and Mr. Shirras promised to send the Committee papers in this connection.

4. With regard to Wheat forecasts the Committee suggested that instead of December 30th, March 15th and May 30th which were at present fixed for the publication of the first, second and final forecasts, the dates should be 20th January, 15th April and 1st July fixed for them respectively. Mr. Shirras observed that this was a question which was engaging the attention of the Government of India and the suggestion of the Committee would be very carefully considered.

5. Several members urged the necessity of getting clearer returns from Native States, especially with regard to cotton.

6. The meeting dispersed after the Chairman had again thanked Mr. Shirras for the interview he had given to the members of the Committee.

J. K. MEHTA,

Secretary.

D/o No. 4125.

Department of Statistics, India,

1, Council House Street,

Calcutta, 24th December, 1915.

Dear Sir,

I have to acknowledge and to thank you for the minutes of your Committee, forwarded with your letter dated the 26th November, 1915.

The points referred to in the Minutes are briefly noted below :—

1. **The different units used in the Statistical Volumes:**—The denominations of quantity used in the Annual Statement of the sea-borne trade and navigation of British India follow generally the denominations in common use in trade and are fixed, from time to time, in consultation with the Collectors of Customs at the chief ports and sometimes also with the Chambers of Commerce. The statistical lists of articles to be specified in the sea-borne trade returns are annually revised in January, and any question of the revision in respect of denominations of articles will be considered at the time of the next re-

vision in January 1916. "I shall be glad if the Chamber will communicate to this Department any change necessary in the present units of denomination. The sterling notation in the Annual Statement of the sea-borne trade and navigation of British India, it may be noted, has been adopted under instructions from the Secretary of State for India, and appears to be of assistance to importers and exporters who use the returns to a considerable extent.

As regards rail and river borne trade, the adoption of the maund as the standard weight in all cases was prescribed by the Government of India in 1876, and the weights were accordingly shown in maunds in the Provincial, as well as in the Imperial returns. The question of the adoption of hundredweights instead of maunds as the unit of weight in the published returns was considered by the Statistical Committee appointed by the Government of India in 1905, but as all weights were recorded in Railway and Steamer invoices in maunds, and as the conversion of these figures into hundredweights would involve some increase of expense and at the same time create an additional possible source of error the Committee decided that the maund should be retained as the unit of weight in the Provincial returns. In the Imperial returns, however, the figures are shown in hundredweights from April 1906. This affords a comparison of the returns in the inland trade volume with those in the Annual Sea-borne trade volumes.

2. **Internationalisation of Statistics.**—As I informed the Committee, the late Mr. F. Noel-Paton, Director General of Commercial Intelligence, was deputed by the Government of India as a delegate to the International Conference of Commercial Statistics held at Brussels in 1910. A common nomenclature for the publication of international statistics was drawn up at the Conference,

and a detailed examination of the nomenclature was made in this Department later on with a view to examine how far India could conform to the international nomenclature. Nothing further in regard to this will, it is surmised, be done until this question is re-opened by the Conference. The present time is also, however, not opportune for proceeding with any questions of international statistics, and your President and Committee concurred in this. I am very much obliged, however, to your Chamber for bringing the point prominently before this Department.

3. **Classification of Cotton.**—A copy of a statement showing the classification of trade descriptions of cotton finally adopted for the purposes of the Cotton forecasts is enclosed for the information of the Committee of your Chamber.

4. **Change of dates of Wheat forecasts.**—The question of changing the dates of the wheat forecasts is still under the consideration of the Government of India. The question has been referred to Local Governments. When their replies have been received and a decision arrived at I shall communicate again with you on this subject.

5. **Returns from Native States.**—As regards the necessity of getting clearer returns from Native States, it is often difficult, if not impossible, for some States to supply the information asked for as they do not always possess the means for efficiently collecting the data. I shall always be glad to have detailed suggestions on this important point.

In conclusion I wish to thank your President, the Hon'ble Mr. Wacha, and his able Committee for bringing these points to the notice of my Department.

Yours faithfully,
G. FINDLAY SHIRRAS,
Director of Statistics.

STATEMENT I.

Description of Cotton.	Provinces where grown.
Oomras—	
(1) Khandesh	Bombay.
(2) Central India	Central India.
(3) Barsi and Nagar	Bombay, Hyderabad.
(4) Berar	Berar.
(5) Central Provinces ...	Central Provinces.
Dholleras	Bombay.
Bengal-Sind—	
(1) United Provinces	United Provinces.
(2) Rajputana	Bombay, Ajmer-Merwara, Rajputana.
(3) Sind, Punjab	Sind, Punjab, N. W. F. Province.
(4) Others	Bengal, Bihar and Orissa.
Broach	Bombay.
Coompta-Dharwars	Bombay, Mysore.
Westerns and Northerns	Bombay, Madras.
Coconadas	Madras.
Tinnevellys	Madras.
Salems including Cambodias ...	Madras, Mysore.
Comillas, Burmas and other sorts .	Madras, Bengal, Assam, Burma, Mysore.

STATEMENT II.

Province.	Description of Cotton grown.
Bombay and Sind	Oomras— Khandesh Barsi and Nagar Dholleras— Bengal-Sind— Rajputana Sind-Punjab Broach Coompta-Dharwars Westerns and Northerns
Central Provinces and Berar	Oomras— Berar Central Provinces Westerns and Northerns
Madras	Coconadas Tinnevelleys Salems and Cambodias Other sorts
Punjab	Bengal-Sind (Sind-Punjab)
United Provinces	Bengal-Sind (United Provinces
Burma	Other sorts (Burma)
Bihar and Orissa	Bengal-Sind (Others)
Bengal	Bengal-Sind (Others) Other sorts (Comillas and Tipperas)
N. W. F. Province	Bengal-Sind (Sind Punjab)
Assam	Other sorts (Assam)
Ajmer-Merwara	Bengal-Sind (Rajputana)

Rajputana	Bengal-Sind(Rajputana)
Central India	Oomras (Central India)
Hyderabad	Oomras (Barsi Nagar) Coompta-Dharwars
Mysore	Salems and Cambodias Other sorts

Interview of the Committee with Sir W. Meyer and Sir G. Barnes.

Sir William Meyer, the Finance Member, Sir George Barnes, the Commerce Member, and the Hon. Mr. Low, Secretary, Commerce Department, met the members of the Committee of the Indian Merchants' Chamber and Bureau, and interchanged views on current financial and commercial problems. The Hon. Mr. D. E. Wacha, in his opening address, drew the Commerce Member's attention to the disappointment of the Indian mercantile community at the absence of any representation of India at the Paris Economic Conference. Numerous other matters were discussed.

Mr. Wacha.

In opening the proceedings the Chairman of the Chamber said:—

On behalf of my Committee I have great pleasure in welcoming you, Sir William Meyer and Sir George Barnes, to our meeting to-day to interchange views on some of the current commercial and financial problems.

I crave permission to address you, Sir George, first. My Committee trust that during your incumbency it may have the pleasure of many more visits in future for it is

superfluous for me to say that the entire Indian mercantile community, whose view the Chamber voices, fully appreciates and values these visits, advantageous as they are alike to them and the Government in better apprehending the pros and cons of commercial problems from their respective angles of vision. Firstly, permit me then to express on behalf of the Indian commercial community the great disappointment at the absence of any representation of India at the Paris Economic Conference, where the broad lines of the future trade of Great Britain and her Allies and friendly neutrals were discussed and laid down for action after the conclusion of peace. Indians surely feel this deliberate exclusion seeing that the Secretary of State in answer to an interpellation on the subject categorically declared that India would not be represented. We do not know why India was so ignored. Anyhow we sincerely hope that at any such Conference which may be held in future India will be given an adequate representation, having regard to the importance of India to Great Britain and her large trade and industrial interests.

My Committee have drawn the attention of your predecessor in office to the great desirability of continuing the appointment of a trade commissioner in London. Almost all the Colonies have such trade commissioners in the capital of the British Empire, and my Committee fail to see why India should not be represented to watch and advance her trade relations with the United Kingdom and the Oversea Dominions of Britain at this juncture when, owing to the war several of our important markets are closed. The presence of such a Commissioner would prove of the utmost utility. Moreover, we think, the Commercial Intelligence Department would be relieved of some of its arduous duties as the Commissioner might answer direct all the inquiries addressed to him regarding British

and Colonial Trade. It is to be hoped that an Indian with a large experience of Indian and British conditions will be appointed to this post. If this, however, is not possible a European with adequate Indian experience might be elected.

The Cement Contract.

We next beg to draw your attention to the contract for cement recently given by the India Office to Messrs. The Portland Cement Manufacturers. We are not aware whether the two cement companies which are excellently working in India had been invited by the Government to tender as this British Company was invited. It is to be feared that scant attention is paid by the executive officers concerned to the resolution of the Government over and over declared regarding the expediency of purchasing Government stores as far as possible in India, quality and price being the same or almost the same. It is to be sincerely hoped that this resolution of the Government may be more honoured by the executive officers both here and at the India Office in its faithful observance than in its continued breach. It is also expedient that a system of open tenders be adopted except in cases where military or administrative exigencies require secrecy of despatch.

Prohibited Export of Salt from Native States.

The stringent prohibition on the export of salt from Native States, whereby those States are placed at a great disadvantage compared with foreign countries, and the differential treatment given to them demands justice and redress. My Committee respectfully submit that there ought to be no artificial restrictions of the character prevalent for a long time in Native States. In a way they arrest the natural development of this country as a whole, never mind whether the territory belongs to

Native States or the British Government. If it pays people in Calcutta, for instance, to get cheaper salt, say from the coast of Kathiawar, than from foreign countries, it stands to reason that such facilities should be given to growers of indigenous salt so as to shut off foreign imports. In the absence of true reasons which have actuated Government to continue its present policy with regard to salt, my Committee do not know what more to say. But they presume it cannot be the intention of the Government to prevent import into British India of a commodity from Native States when large quantities are allowed unrestrictedly to be imported from foreign countries. Moreover, salt is an important ingredient in many manufactures. Not a few productive industries might be fostered and developed were the present restrictions on salt from Native States removed and foreign salt prohibited.

Lastly I may bring to your notice the different interpretations placed on the true significance of section 10, Tariff Act VIII of 1894. The question is whether by this section the Government contemplate only the first buyers or subsequent buyers also, that is to say, all the buyers in whose hands the contracts regarding the original commodity may from time to time pass. An authoritative communiqué emanating from your Department is greatly needed to clear the ambiguity.

Success of Conversion Loan.

Sir William Meyer, my Committee in the first place beg to offer you their congratulations on the success of the recent Conversion Loan to which Bombay was the principal subscriber. There was a satisfactory subscription through the Post Offices last year and we daresay there will be a still more satisfactory response this year. As the Govern-

ment have now wisely resolved, under your able guidance and advice, to attract as much as possible small investors to put their little savings in Government Paper and thus popularise Postal Savings Banks, my Committee would like to draw attention, to the scheme of stock notes propounded by Major the Hon. Sir Evelyn Baring in his financial statement in the Imperial Council in 1882. As you no doubt must be aware the scheme was put into operation by the Government but afterwards withdrawn owing to these notes not having proved a success as the Government expected.

My Committee would like to be informed whether the original scheme of one of your distinguished predecessors above referred to could not be resuscitated with such modifications as the existing conditions of the savings of small investors require. It is only a matter of your consideration in furtherance of the excellent policy you are pursuing in the matter of raising loans.

Sir George Barnes.

In reply to the address Sir George Barnes said:—

Mr. Wacha and members of the Indian Merchants' Chamber and Bureau,—It gives me pleasure to meet you here this afternoon. I am glad to meet the representatives of the enterprising and successful Indian commercial community of Bombay this afternoon and I must thank you for the kind welcome you have accorded to me. The energy and commercial courage of the Indian merchants of Bombay is well-known in commercial circles all over the world, and I am very glad of the opportunity this meeting affords of making your acquaintance and of hearing your views. To my mind the position held by Indian millowners and Indian merchants in Bombay is full of the brightest promise for the future industrial and commercial development of India.

The Paris Conference.

I will try to deal with the various important subjects on which you have touched in your speech. First, there is the question of the non-representation of India in the Economic Conference recently held at Paris between the Allies. I am very glad to have the opportunity of clearing away what I believe to be an entire misunderstanding on the subject. The Conference held at Paris was of a purely provisional nature, at which no definite conclusions were arrived at. When the real Conference takes place subsequently, we have the promise of the Secretary of State and of the Prime Minister that India and the interests of India shall be fully represented. The great interest taken in this matter is a healthy sign of the general desire in India to take full advantage of the situation which will arise after the war and of India's determination to ensure, as far as may be, that from any measures taken to help the trade and industry of the Allies, she shall receive her full share of benefit. I should like to add a further word on the misunderstanding which undoubtedly exists.

It has been erroneously supposed that the Dominions were represented at the Paris Conference, while India was not represented. This we have been assured by telegrams from the Secretary of State was not the case. The mistake arose from telegraphic reports received in this country which have on two occasions quite mistakenly stated that Australia and Canada were being represented by Mr. Hughes and Sir George Foster. On each occasion that these reports were received, the Government of India enquired by cable as to the facts from the Secretary of State and received the assurance that neither of these gentlemen attended the Conference as representatives of the Dominions in question, but were invited in a purely

personal capacity to assist the British Government. The Prime Minister on the 8th of March in the House of Commons made a statement that our representatives would return from Paris absolutely uncommitted to any specific measures and that the Empire would be taken into counsel before any policy was settled. To sum up, the Paris Conference was a preliminary conference only at which the British Empire was represented as a whole, but at which no part was specially represented. When we get to the next stage, we have the promise of the Government that every part of the Empire including, of course, India, shall be consulted. No doubt you must have noticed the report cabled out by Reuter on the 24th June, that an important Conference was held on 24th June, presided over by the Prime Minister, at which, among others Mr. Chamberlain, Lord Crewe and Lord Hardinge were present. The report stated the belief that this Conference was concerned with the Economic Conference in Paris. The Government of India, I may add, have submitted to the Secretary of State a full statement of the special points in respect of which the interests of India required consideration. Ever since the economic situation, likely to be created as a result of the war began to manifest itself, the Government of India have been giving the most anxious consideration to all the factors of this difficult and important problem which are likely to affect the prosperity of Indian trade and industry, and have, whenever they thought it advisable, communicated their views on these points to the Secretary of State. The Indian commercial community may, therefore, rest assured that when we are consulted with the rest of the Empire regarding the recommendations of the Paris Conference, the Government of India will be able when consulting the various interests concerned in this country, to place fully before them the essential points necessary to enable them to form their opinions on the

questions placed before them. As was explained in the reply given to the Hon. Mr. Acharia's questions on this subject at the meeting of the Legislative Council on the 21st of March last, the Secretary of State has specifically informed the Government of India that, if as a result of this Conference any action should be contemplated, no step will be taken without full consultation with this Government and the Governments of Dominions.

Desirability of Trade Commissioner's Appointment.

I am entirely in accord with your Committee as to the desirability of continuing the appointment of a Trade Commissioner in London. When Mr. Gubbay held that post temporarily, he had a seat in the Commercial Intelligence Branch of my old office, the Board of Trade, and I had ample opportunities of seeing the value of his work to Indian interests. I do not like to go into details on this subject, but I can assure that it is far from being lost sight of, for we have lately sent Home a despatch to the Secretary of the State on the subject and I have great hopes that he will accept the proposals which we have made.

The next subject to which you refer is the running cement contract given by the India Office to the Associated Portland Cement Manufacturers and to the general policy followed in giving such contracts. As to the particular contract in consequence of the extraordinary conditions prevailing in the United Kingdom, this running contract has not been renewed from the first of June, 1915. Our general policy in this matter is governed by the Stores Rules, Rule 1 of which runs as follows :—

"All the articles which are produced in India or are manufactured in India from materials produced in India, by preference, be purchased locally, provided that the

quality is sufficiently good for the purpose, and the price not unfavourable."

It is, I am aware, your view that Indian Cement Companies turning out cement as good as in the United Kingdom have been ignored and the London Companies favoured. I can assure you that indenting officers would be not only willing but anxious to purchase supplies of cement in India provided that cement were offered of equal quality and at no greater price than that obtained through the India Office on the running contracts. As far as I know, that was not the case before the war, and it was therefore necessary in accordance with the Stores Rules to go to the cheaper English market. If you can show me that cement equally good and equally cheap can be obtained in India I should be very glad to receive this information and the P. W. D. tell me that they would undertake to communicate to Local Administrations.

The Salt Question.

I have now come to the next subject in your speech *viz.* the prohibition on the export of salt from Native States, whereby the States are in the opinion of your Chamber placed at a disadvantage as compared with foreign countries. Generally speaking, the export of salt from Native States is prohibited by agreements entered into with the Native States many years ago. These agreements were entered into in the interests of salt revenue of British India. If you will be so good as to give me some concrete and definite instances of what you consider to be an injustice, I shall be extremely glad to look into the cases with care; but I am sure that you will agree with me that while restrictions in this respect are in themselves

undesirable, it is absolutely necessary to safeguard the revenues of this country.

Lastly you allude to the different interpretations which you say have been placed upon section 10 of the Tariff Act. I was not quite sure when you informed me that you wished to discuss this section what was the particular point arising out of it to which you alluded. Various questions have from time to time been raised about the interpretation of the Tariff Act, but the particular one which you now bring forward has not, so far as I am aware, previously been under the consideration of the Government of India. I can only say, therefore, that I will have the question examined on my return to Simla and if it is one on which the Government of India can pronounce any opinion, we will try to do so; but, you must remember that on questions of legal interpretations generally, it is very seldom possible for Government to make a pronouncement on a matter which has ultimately to be decided by the Courts of Law.

In conclusion, let me thank you and all the members of this Chamber for the kindly welcome which you have given to me, and let me say again that it has been a pleasure to me to meet you.

Sir William Meyer.

Sir William Meyer then said :—

Mr. Wacha and gentlemen.—Let me begin my remarks by congratulations to my friend Mr. Wacha, as I understand that to-day marks another milestone in his long and useful life. I wish him emphatically many happy returns of the day. Also I should like to congratulate him most heartily in public as I have already done in private, on the fact that his great knowledge and experience are now available in the Viceroy's Legislative Council.

I note with pleasure your appreciation of our recent loan operations, and I fully appreciate the part Bombay took in this.

The question the Chamber has put before me of issuing Government paper in quite small amounts to humble investors is one which has lately been under my consideration. As you recognise, my policy since I took up my appointment has been in the direction of bringing Government into closer contact with the small investor, and I have already taken steps in the direction of improving the rules which regulate investments through the Post Office and allowing larger sums than previously to be held in this way, and by the Post Office section of our loans, which will now, I trust be a recurring feature of these. I should like, however, to go further and have Government Promissory Notes in small amounts which can be purchased at any time without delay or complications, at Treasuries and Post Offices.

Such a scheme, however, requires very careful consideration since an analogous measure, the stock-note scheme of 1882, proved a complete failure owing largely to the fact that subsequent depreciation in Government Paper rendered these notes transferable only at a loss. Moreover, the interest payments were necessarily very small and accrued yearly. Before embarking on any fresh scheme, I shall have to consider the matter very carefully, and see how we can avoid any like fiasco. You will, of course, also realise that any departure of this sort would require not merely the approval of the Governor-General in Council but that of the Secretary of State. You will understand, therefore, that I can not say more on this subject at present. You may be assured however, that nothing will please me better than to be able to take some step

in the direction you indicate before my term of office expires.

General Discussion.

After the speeches a general discussion ensued in which several members took part. Sir Vithaldas D. Thakersey pointed out that cement of good quality and of the same British test was obtainable now in India. If that be the case there was no reason to invite British Companies to tender for its supply. They were perfectly aware of the wishes of the Government of India to purchase Indian made products, quality and price being taken into consideration. Their grievance was that the Secretary of State gave the contracts to British firms without inviting Indian tenders apparently without inquiry with the Government of India.

With regard to salt Sir Vithaldas remarked that salt was produced very cheaply in Kathiawar and of a good quality and that it was unjust that salt manufacturers of foreign countries should be allowed to make their profits from exports to India while the Kathiawar States were precluded from supplying their own to the Indian market.

Sir William Meyer replied that salt from Kathiawar would compete not only with foreign salt but with salt made in British India and that there would be much scope for smuggling of salt from Kathiawar into British territories.

Mr. Low said that there might be a loss in revenue also.

Mr. Lallubhai Samaldas observed that there was apparently some misunderstanding when it was remarked that there would be a loss in revenue. As a matter of fact there would be no loss in revenue as there would be a duty levied on the imports of salt from Native States of the

same amount as the duty which was levied on imports of salt from foreign countries. He pointed out that there was a rigid scrutiny at Viramgam and that there was little or no danger of smuggling. Still if it was thought that there would be some danger of smuggling, he for his part would admit salts from Native States when imported at the principal British Indian sea-ports.

Mr. Warden wished to point out a recent instance of an official having given a contract for Japanese cement in preference to British and Indian cement. He pressed for a rigid adherence by the different State Departments in India to the Stores circular of the Government of India. He also begged to draw the attention of the Member for Commerce and Industry to another topic, namely, the difficulty to which Life Assurance Companies would be put owing to the insistence of the authorities to value their Government Securities on their accounts made up for 1915 at rates prevailing on December 31st of that year, and urged that it would be fairer to have the valuation based on the average rate which had prevailed during the last three years.

Sir George Barnes replied that the Indian Life Assurance Companies' Act was based on the British Act and that according to the latter all the Life Assurance Companies must show clearly to the public that the assets given in their balance sheets were of the market value of the day on which the valuation was made. He further remarked that all the British companies had written down their securities at the prevailing rate in their valuation reports. Sir George Barnes corrected a slight misapprehension on the point. As owing to the war where stock exchanges in December 1914 could not fix a rate the average rate was allowed. But this was not the case in 1915 when the valuation was to be made on the prevailing market rate.

The meeting dispersed after the Hon. Mr. Wacha had thanked the visitors for their kindness in coming over and exchanging views with the Committee.

No. 6171 of 1916.

Revenue Department.

Bombay Castle, 20th June 1916.

From

J. A. POPE, ESQ., I. C. S.,

Under Secretary to Government,

Revenue Department,

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I am directed to state that Sir Thomas Holland, K. C. I. E., President, Indian Industrial Commission, proposes to undertake a preliminary tour with a view to consulting those who will be able to give advice as to the most important local questions to be investigated and as to the best means of getting useful evidence during the subsequent tour of the commission. He proposes to be in Bombay from 12th to 24th August 1916.

2. I am to request that you will inform Government whether your Chamber wishes to meet Sir Thomas Holland whilst he is in Bombay and that you will favour

Government with a statement of such important local questions as your Chamber thinks should be investigated by the Commission when they subsequently visit Bombay.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. POPE,

Under Secretary to Government.

Interview with Sir Thomas Holland in Bombay.

A meeting of the Committee of the Indian Merchants' Chamber and Bureau was held on Friday, the 18th inst., to meet Sir Thomas Holland, President of the Indian Industrial Commission.

The Hon. Mr. Wacha, President of the Chamber, said :—

Sir.—In so many ways is the present war awakening the world of civilization to a sense of the new realities occurring in matters of finance and economics of a variety of character that it is indeed a source of the highest satisfaction to my Committee along with the rest of the Indian people that the Government of India, in response to enlightened public opinion, has wisely taken steps betimes to appoint the Industrial Commission of which you, Sir Thomas Holland, it is gratifying to note, are the distinguished President. Well known as you have been to

the men of Commerce and Industry in this country for your broad sympathy and abiding interests in their material advancement, the Committee of the Indian Merchants' Chamber and Bureau cordially welcome you to their meeting to-day to discuss with you in an informal manner the needed preliminary points in reference to the arduous and responsible task entrusted to you and your colleagues. Among such colleagues, it is a matter of further gratification to notice so eminent and world-renowned an expert in agriculture as Sir Horace Plunkett, two well-known Indians like Sir Dorab J. Tata and the Hon. Sir Fazulbhoy Currimbhoy who respectively represent the important and well established industries of iron and cotton and such a patriotic personage as the Hon. Mr. M. M. Malaviya who is so keen and enthusiastic on the greater development of indigenous industries.

It is needless to observe that the present war, unprecedented in the annals of the world, has made us all learn and unlearn many things. It has destroyed many shibboleths and rent asunder many veils. What was deemed impossible and impractical has been realised as possible and practical. Dogmas on finances and economics have had to be cast aside also maxims of trades and industries so long held to be immutable. High Politics and diplomacy even have had to be viewed from a higher altitude with a broader vision. Those high priests who presided over various branches of political, social, financial and economic activities have had to renounce their time worn formulæ and admit the force of new ideas and the efficacy of new nostrums which the dire exigencies of the war have unmistakably and irresistibly brought into active play. In short, the war has brought a rapid evolution in the many fetishes to which the civilised nations of the world had so long been wedded.

Object of the Tour.

My Committee presume that they are correct in understanding that the object of your present preliminary tour is the collection of information in regard to the prevailing feeling in the country about the lines on which the future industrial development of the country should proceed. So far as the Committee have been able to gauge that feeling in this Presidency, it would seem that all are intent on (1) reviving, so far as possible and practical, those industries which are either decaying or dying; (2) expanding existing well established industries; and (3) fostering new ones so that the country may become, as far as practicable, independent of foreign commodities now imported in large volumes. In short, the prevailing opinion seems to be that the people are prepared to put forth greater energy, greater enterprise and larger capital in new ventures of an industrial character whose final success is assured. They should also so ameliorate their present condition as to become, by slow and steady degrees, more and more independent and self-contained by means of cultivation of new industries on sound and well defined lines. They fully recognise the well-worn economic maxim that the greater the production of a country the greater will be its wealth and consequently the larger its purchasing power. Surplus of export of home products, after providing those needed for home consumption, signifies larger imports *pro tanto*. For exports are paid by imports. Larger imports would predicate the potentiality of the producing country to make larger purchases.

India's Industrial Progress.

It may also be observed that the spirit of industrialism which is now so loudly in evidence has made Indians fully alive to throwing off, cautiously of course, that timidity

for investment of the surplus capital, now supposed to be hoarded in a larger or smaller degree, in productive enterprises the soundness and success of which are placed beyond question. They are beginning to perceive, though dimly as yet, that much of the industrial prosperity to be witnessed for over half of a century past is owing to the initiation and bold enterprise of the British. It is a truism to say that but for those early pioneers of staple industries, India might still have been considerably far behind the great industrial nations of the world. The time, however, has arrived for advancing the greater material prosperity of the country which also postulates moral progress by means of sufficient venturous enterprises along with the coaxing of such idle capital as at present refuses to come out of the hoards. This feeling, the Committee beg to observe, is now greatly in evidence. A conclusive proof of it is to be plainly discerned in the satisfactory response as a beginning which the poorest investors have made and are making to the well considered and well matured measures of Post Office and other loans introduced by our distinguished Finance Minister.

At the same time the Committee of this Chamber recognise that side by side with the organisation of capital and credit, labour in all its grades also requires to be properly attended to. It must be adequately remunerated if old and new industries are to be developed in the manner they do ardently desire. One of the greatest assets in connection with labour is the health of the producers. Next is education fitted to their occupation. Thus sanitation in the hearth and home of the producers and education are indispensable. The physiology of industry, the Committee freely confess, is little understood and less practised, by large employers of labour. They regret to see how in this stronghold of cotton industry millowners have grievously

lagged behind in finding sanitary homes for their operatives despite the facilities for some years past offered by legislation.

Of course, it goes without saying, that on the other hand the people are keenly alive to the establishment of technological institutes especially of the higher and most scientific character, where the laboratory and the chemist may carry on in his well appointed and well equipped laboratory research work in connection with innumerable indigenous raw products now so sadly neglected, which could be eventually turned to industrial and commercial purposes.

State Aid and Foreign Competition.

My Committee consider that for the purpose of recommending to the Government the specific industries which might be successfully fostered and developed in this country, either with or without State aid as the case may be the fundamental preliminary is an accurate focussing of all existing facts and experiences in respect of agriculture and agricultural products, other raw materials, mining and metallurgy and to the existing condition of large and small industries flourishing in our midst: and also of all authentic data about the existing organisation of labour, capital and credit in each of the provinces of the Indian Empire. Facts also relating to land and sea transport and the influence which railway rates and shipping freights exert on the distribution of inland and foreign trade will need careful examination.

It is absolutely essential, my Committee venture to think, that the influence for good or evil which the present policy exercises on certain classes of industries, specially those in which foreign competition, subsided or any other chiefly enters, should be thoroughly investigated for the

purpose of considering how far it should be modified or radically altered in harmony with the new departure which must be taken in Indian industrialism without reference to any class interests whatever.

That a new fiscal policy will be inevitable after the termination of the war goes without saying. Under the circumstances my Committee earnestly trust that into any international treaty and engagement with the Foreign Powers and understanding with the self-governing colonies it may enter his Britannic Majesty's Government will see that the commercial and industrial interests of India will in no way be prejudiced or jeopardised.

At present so many vague and ill-informed, if not ignorant, generalities find popular currency and so many immature ideas are allowed to float thickly in the air that it is needeful to authoritatively brush them aside. It is only when all existing facts and experiences in their broad details inclusive of the fiscal policy in vogue many a long year are searchingly sifted and crystallised that the ground will be cleared. Clarity of thought would then be induced, and the Commission find themselves in a strong position to give expression to their own mature views and lay down a comprehensive and definite programme which could be confidently formulated and recommended for practical purposes. It is to be hoped sufficient expert evidence, of a weighty and valuable character, will be forthcoming from each province to assist the Commission in their investigation and enable them to found conclusions which might eventually be recommended to the Government for adoption.

In conclusion I have now the pleasure, Sir Thomas Holland, to place in your hands a copy of the syllabus of industries in this Presidency which the Committee of the

Indian Merchants' Chamber and Bureau have prepared along with a list of possible questions which they have framed which, the Commission, at its direction, may embody in the series of questions to be put to the witness when the Commission formally enters on their arduous and responsible work.

THE INDIAN INDUSTRIAL COMMISSION.

I.—Old Industries :—(*Non-existent.*)

Name of Industries.	Why they have declined.		Remarks.
1. Shipping. Ship-building.	Neglect & Foreign competition Adverse legislation Foreign competion Handlabour *vs.* Steam or electricity.		General cause for this decay may also be said to be want of science and organisation.
2. Metal and Steel work	"		
	"		
3. Silk.	Also want of capital.		

II.—Old Industries (*existent*).

Name of Industries.	Where do they exist.		Remarks.
1. Metal Work.	Sirohi. Cutch. Poona. Sihor Bombay.		
2 Embroidery.	Surat. Sholapur. Ahmednagar.		
3. Handlooms.	Surat. Ahmedabad. Salvation Army		
4. Dyeing.	Jamnagar and parts of Kathiawar. Surat. Bombay. Ahmedabad. Baroda.		
5. Sandalwood	Surat.		
6. Bangle-making.	Patan. Suthrampur. Chichan—Tarapore.		
7. Pottery.	Than and adjoining Districts in Kathiawar.		

III.—Large Scale Industries.

Existing Names	Difficulties under which they may be labouring.	Facilities they should get.	Remarks
Spinning and Weaving Mills.	(a) Excise Duty.	GENERAL.	
Iron and Steel.		(1) *Financing.*	
Hydro-Electric.		These large scale industries excepting oil for instance are not known to be suffering from lack of finance as they are financed with few exceptions by Presidency Banks and Exchange Banks and the general public.	
Cement.	Contracts of Government should be given.		
Oil.	(a) Lack of Manufacture of bye-products. (b) Export and home markets to be developed :—The former for oil cakes the latter for both.		
		(2) *Facilities in general.*	
Safes.		Government support in the way of faithful observance of their resolution regarding purchase of stores.	
Silk & Woollen Mills.			
Chemicals.		(3) *Concession.*	
Railways.		Concessions in the form of grant of land and cheap transport as against foreign competitors.	
Flour Mills.			
Leather.			

IV.—Large Scale Industries which are at present carried on a small scale.

Names.	Facilities which are required by them if any.	Remarks.
1. Leather goods.		
2. Glass bangles.		
3. Cutlery.		
4. Paper.		
5. Twines and Ropes.		
6. Candles.		
7. Cigarettes.		
8 Sugar.		
9. Stationery including pencils.		

V.—Large Scale Industries which are importing some parts from Foreign Countries.

Names.		Remarks.
1. Umbrellas.		

VI.—Large Scale Industries that are quite new and may be taken up.

Names.		Remarks.
1. Chemical Industries.		
2. Cheap hardware.		
3. Porcelain ware.		
4. Varnishes.		
5. Boiled Oils.		
6. Sizing Materials.		
7. Needles, Nails, Screws.		
8. Tanning substances.		
9. Starches.		
10. Dyes & Colours.		
11. Shipping.		

VII.—Small Scale Industries carried on in factories and Work Shops.

Names.	Facilities which are required by them if any.	Remarks.
1. Leather.		
2. Buttons.		
3. Soaps & Candles.		
4. Sugar.		
5 Iron and brass foundries.		
6. Metal works.		
7. Breweries.		

VII.—Small Scale Industries carried on in factories and Work Shops.—(*continued.*)

Names.	Facilities which are required by them if any.	Remarks.
8. Rattan and Cane work.		
9. Trunk Manufacture.		
10. Stationery.		
11. Rice Mills.		
12. Bone Mills.		
13. Dye works.		
14. Paper and Paste board.		
15. Printing Presses.		
16. Tile Factories.		
17. Brush works.		
18. Cotton Ginning.		

VIII.—Small Scale Industries carried on as Cottage Industries.

Names.	Facilities which are required by them if any.	Remarks.
1. Gold and Silver thread and Embroidery.		
2. Hosiery.		
3. Locks & Cutlery.		
4. Tin & Aluminium.		
5. Flour Mills.		
6. Ice and Mineral Water Factories.		
7. Tobacco.		
8. Dyeing.		
9. Tiles.		
10. Brush.		

IX.—Small scale Industries (carried on in Work Shops and Factories) which can be developed in future.

Names	Facilities which are required by them if any	Remarks
1. Toys.		
2. Bottle making.		
3. Pins.		
4. Items of Stationery like boxes, racks, stands.		
5. Items of Millinery and Haberdashery.		
6. Pottery.		

X.— Small scale Industries worked as Cottage Industries which can be developed in future.

Names	Facilities which are required by them if any,	Remarks
1 Toys		

XI—Facilities for Industries (General).

Names	Remarks
1 Industrial Banks	
2 Reduced Railway Rates	
3 Abolition of Excise Duty	
4 Tariff Reform	
5 Subsidies to industrial concerns	
6 Guaranteeing of Interest	
7 Financial help	
8 Shipping subsidies	
9 Railway rebates	
10 Subsidies to trade guilds	
11 Government Contracts to indigenous intries	
12 Departments of Industries in different Presidencies	
13 Exhibitions and standing museums and industrial libraries	
14 Commercial Agent in London.	
15 Indians at British Consulates	
16 Provisions of facilities like abolition of duty on alcohol.	

AGRICULTURE.

XII.—Agriculture, pure and simple. How it can be developed.

o	Names	Remarks
I	Agricultural Education	
II	Travelling shows and Exhibitions	
III	Well-irrigation	
IV	Change in the Revenue policy of Government	
V	Co-operative Credit Society	
VI	Agricultural Banks	
VII	Legislation to prevent extensive partition	
VIII	Light railways and Steam tramways to tap the interior	
IX	Fodder storage to prevent cattle dying this want of grass	
X	Agricultural farms	
XI	Breeding farms	
XII	Introduction of Joint-Stock principle	

XIII.—Agricultural Industries.

Names	Facilities (General)	Remarks
1 Poultry farming	1 Education	
2 Silk worm rearing	2 Exhibition and prize shows	
3 Kitchen gardening		
4 Fruit growing	3 Finances by way of co-operative Societies and Agricultural banks	
5 Manufacture of Jams, preserves etc.,		
6 Cattle breeding		
7 Dairies		
8 Gur-making	4 Joint Stock Principle	
9 Beehive Industry		

Principal Question .

1. What is your opinion on the influence of Railway rates on industries and their action and inter-action on the same ?

   What more transport facilities, whereby indigenous industries may be developed at a moderate rate, for instance Canal and river navigation do you want ?

2. How can shipbuilding industry be revived and how can the shipping industry be made to flourish ?

3. How Banking can help in developing industries ?

4. What is your opinion about Industrial Banks ?

5. Can industries be financed by the State through Presidency Banks—both by lending directly to industries and indirectly through Industrial Bank ?

6. How can Agriculture be developed ?

7. What is your opinion about well irrigation as a means to the development of Agriculture ?

8. What do you think about the influence of Agricultural Banks and Co-operative Societies on the development of Agriculture ?

9. What were the old industries of India ?

10. What were the causes which led to their decay and extinction ?

11. How many of these still survive ?

12. What should be done to develop Handloom industry ?

13. What are the present Cottage industries in this country which can be developed and what new industries can be developed ?

14. What measures should be adopted to develop Indian Cotton ?

15. Which Chemical industries have their scope here ? Mention your experience, if any ?

16. Do you think that a Central technological institute with branches in Presidency towns should be started to give technical instruction ?

17. Is it necessary to have experimental factories started in different centres on a business principle with a view to making available information about the requirements and possibilities of new industries ?

18. What is your opinion about the various forms of State help which are summarised as below in different quarters ?

    1. Industrial Banks.
    2. Reduced Railway rates.
    3. Abolition of Excise Duty.
    4. Tariff Reform.
    5. Subsidies to industrial concerns.
    6. Guaranteeing of Interest.
    7. Financial help.
    8. Shipping subsidies.
    9. Railway Rebates.
    10. Subsidies to trade guilds.

11. Government Contracts to indigenous industries.
12. Department of industries in different Presidencies.
13. Exhibition and standing museums and industrial libraries.
14. Commercial Agent in London.
15. Indians at British Consulates.
16. Provision of facilities like abolition of duty on alcohol.
17. Modification of such legislation as arrests or prevents the growth of industries.

Sir Thomas Holland replied as follows :—

He stated that the main object of this preliminary tour was to form a first mental impression of the industrial state of the country; and, by personal intercourse with those engaged in business to discover the kind of proposals most worth detailed study in the near future. This preliminary tour would enable him to conduct the formal work of the Commission more efficiently, and would also help to stir up thoughtful interest among those from whom valuable evidence should be obtainable.

He was already satisfied that an artisan population could easily be organized; and, with proper care regarding their housing, better wages and (following more elementary education) better feeding, the next generation of workers will be satisfactorily efficient.

There is a considerable but unknown amount of capital lying idle in the country, and its circulation should be

encouraged. Those who possess capital have thus a duty to carry out for their own country, but on this score Bombay has already shown more conspicuous enterprise than most provinces.

One of the chief problems of the Commission will evidently be designing of machinery to undertake the necessary scientific and technical research work required to discover the value of India's natural products; to indicate those that can be utilised here instead of exported in the raw state at an unnecessarily low price. Among these, drugs are conspicuously important, as they can be extracted generally in small-scale factories at various localities.

With the development of the drug industry there would necessarily follow restrictions as to their quality, and legislation in some form to prevent adulteration, both of drugs and ordinary foods, seems to be a necessary accompaniment of industrial activity in this direction.

The object we all have in view is the desirability of making the country more self-contained in the production of all articles required for a civilised life. A country that depends on a simple form of trade on a large scale is in an economically dangerous state, liable to have its ups-and-downs to become alternately periods of dangerous prosperity followed by disasters. A greater complexity in industrial activities increases the economic stability of the country, and in a country like India the utilisation of its raw material by manufacture will enable us to export a highly-priced article instead of a cheap product, thereby increasing the purchasing power of the country.

Evidently the Government has no desire to neglect the fiscal question; but, as the Chairman stated in his opening address, our ideas will require re-casting after

the war, and meanwhile the Commission proposed to take up other and no less important aspects of the industrial question. A good business man keeps his books in such a form as to show the working of each natural section of his enterprises; each proposition must be analysed as a distinct unit without the disturbing influence of the others. It is advisable therefore to treat the fiscal question as a distinct proposition, involving questions beyond the province of this Commission.

In conclusion he thanked the Committee for their warm reception of him and particularly for the syllabus of industries and the statement of questions prepared by them and sent to him. He could sincerely say that it was one of the best material contributions he had upto this time.

After Sir Thomas Holland had spoken there was a general discussion.

Sir Vithaldas D. Thackersey drew the attention of Sir Thomas Holland to some anomalies in shipping freights giving particularly the instance of carbonic gas cylinders, freights for which from foreign countries like Germany was cheaper than the Railway rate for the same for inland traffic here, putting thus Indian manufacturers at a disadvantage in competition with foreign manufacturers.

The Hon'ble Sir Ibrahim Rahimtulla observed that what was principally wanted was confidence of the people that Government would come to their help if needed. This feeling was all important in industrial development and was one of the chief causes of the progress of industry in Japan. He also added that Government had insufficient powers with regard to the Railway policy, as for instance, it was doubtful whether they could call upon Railway Companies to follow a particular policy which might be beneficial to industries. Mr. Wacha added that a word to

say that the fiscal policy in vogue was so interlaced that it would become inevitable for the Commission to understand its influence in order that the Government may be enabled to shape its future fiscal policy by the facts revealed.

The proceedings then terminated after the Hon'ble Mr. Wacha had thanked Sir Thomas Holland for his visit.

J. K. MEHTA,

Secretary.

APPENDIX A—E.

Ten and Fifty Rupee Notes.

(Continued from pages 166-170 of the Report for 1914-15.)

No. Cy-1057.

Office of the Controller of Currency,

The Treasury,

Calcutta, the 26th October 1915.

From

H. F. HOWARD, Esq., C. I. E., I. C. S.,

Controller of Currency.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Sir,

I have the honour to acknowledge the receipt of your letter dated the 9th September 1915, in which your Committee suggest that some change may be introduced in the form and design of the ten and fifty rupee notes the great similarity of which causes much confusion and also propose that the value of the notes may be printed in Hindi character in all universal notes.

In reply I may inform you that the question of a radical improvement in the form and design of the Government of India's Currency notes has been engaging their attention for some time and certain preliminary enquiries have been completed. It is intended to offer the public the fullest opportunity for criticism and suggestion before any change is finally decided upon. In view however of the conditions created by the outbreak of the war it was considered undesirable to ventilate the question while such conditions prevailed. The Government of India's present intention is to suspend the further consideration of this question till the war is ended. The points now raised by your Committee and any further suggestions which they may make when the question comes under public discussion will be fully considered when the time comes.

I have the honour to be,

Sir,

Your most obedient servant,

H. F HOWARD,

Controller of Currency.

APPENDIX A—F.

Local Wholesale Cash Market Value.

R. S. R. No 5107 of 1916.

(Continued from pages of the Report for 1914-15).

From

R. F. L. WHITTY, ESQ., I. C. S.,
Collector of Customs,
BOMBAY.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

Bombay Customs House,
27th October 1916.

Sir,

With reference to this office letter R. S. R. No. 266, dated the 29th July 1914, and your reply dated the 2nd October 1914 on the subject of the interpretation of the term "Local wholesale cash market value" for the purpose of assessing Import Duty, I have the honour to inform you under instructions from Government that the Government of India are satisfied that the existing practice is generally in accord with the definition of the term "wholesale cash price" given in their previous orders. The wholesale cash prices ascertained by the appraisers through personal inquiry in the market are regarded as being, in general accurate; the procedure has worked smoothly and no suggestions have been made for improvements in practice under the established principles. I had recommended that, if any relief to importers of cotton

piecegoods were deemed necessary, a reduction of two per cent. should be made from the value as at present assessed. The Government of India however have decided that the recommendation involves a considerable departure from the established principles and cannot be accepted.

2. As regards the assessment of goods for which, by reason of their special nature and the particular circumstances of their importation, as for example, their supply on contract to Port Trust and Railway Companies, the wholesale market value cannot be ascertained under the normal procedure, the Government of India are of opinion that while brands which are placed in the open market and have a wholesale market value should, like other goods, continue to be assessed on that value, yet when a particular brand does not compete with and is not comparable with other brands, when it is not placed in the market or when a wholesale market value is not for any reason ascertainable, the goods may be assessed on the rates stated in the contract under which they are imported. But the contract rate will be accepted as a basis of assessment to duty only when independent evidence is not forthcoming as to the wholesale value of the goods, and the contract rates will not be accepted unless the Customs House is satisfied that they represent the "Real value" for the purposes of Section 30 of the Sea Customs Act, as interpreted under the orders of the Government of India. When the contract is for delivery up-country and the contract price includes railway freight from the port of importation, the freight will of course be deducted in arriving at the assessment.

I have the honour to be,
Sir,
Your most obedient servant,
R. F. L WHITTY,
Collector of Customs.

APPENDIX A—G.

Crop Forecasts.

No. 3392-10.

Department of Statistics, India,

1, Council House Street,

CALCUTTA, 4th November 1916.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Dear Sir,

I enclose, for the information of your Chamber, a list of the dates on which the all India crop forecasts are for the present expected to be published by this Department.

2. I take this opportunity of saying that the Department will be glad to furnish the all India provincial estimates of area and outturn by wire to your Chamber or Members direct if a prepaid telegram is sent by your Chamber or individual members on the date on which the forecast is due. We shall also be glad to have suggestions regarding the improvement of these forecasts which your Chamber may care to make from time to time.

Yours faithfully,

G. FINDLAY SHIRRAS,

Director of Statistics.

General Forecasts for India issued by the Department of Statistics, India.

		Due dates.	
Rice.—			
	1st	October	20
	2nd	December	20
	Final...	February	20
Wheat.—			
	1st	December	30
	2nd	March	15
	Final...	May	30
Cotton.—			
	1st	August	15
	2nd	October	15
	3rd	December	15
	Final...	February	15
Linseed, Rape and Mustard (Winter Oil-seeds).—			
	1st	January	1
	2nd	March	15
	Final...	June	1
Sesamum (til or jinjili).—			
	1st	September	1
	2nd	October	20
	Final...	January	15
	Supplementary	April	
Groundnut.—			
	1st	October	20
	Final...	February	15

Indigo.—

1st	October	15
Final	December	20

Sugarcane.—

1st	August	20
2nd	October	20
Final	February	16

N. B.—Forecasts of the Jute crop are prepared and published by the Provincial Directors of Agriculture concerned, no general forecast on that crop being prepared by the Department of Statistics, India. The first forecast is usually published in the second week of July and the final forecast on the third week of September.

No. 3970.

Department of Statistics, India,

Calcutta the 11th December 1915

From

G. FINDLAY, SHIRRAS, ESQ., M. A., I. E. S.,

DIRECTOR OF ST

To

THE SECRETARY,

Upper India Chamber of Commerce.

Sir,

I have the honour to acknowledge the receipt of your letter of the 2nd December, 1915, and to say that the pro-

bable cost of sending by wire both all India and provincial estimates of the area and outturn of cotton each time would be about Rs. 4 only. On receipt of a prepaid telegraphic form the required information will be wired to your address as soon as the figures are available.

A copy of a skeleton telegram to be sent on each occasion is sent herewith for your information. If the trade classification of cotton is also to be wired the additional cost will be about Rs. 2.

I have the honour to be,

Sir,

Your most obedient servant,

G. FINDLAY SHIRRAS,

Director of Statistics.

No. 3972.

Copy forwared to the Secretary, Indian Merchants' Chamber and Bureau, Bombay, for information.

G. FINDLAY SHIRRAS,

Director of Statistics.

Skeleton Telegram,

THE SECRETARY,
Upper India Chamber of Commerce,
CAWNPORE.

Estimates of area and outturn of Cotton are in thousands.

All India.....acres and.....bales. Bombay including Native States.....and.....Central Provinces and

Berar.....and.....Madras including Native States .....and.....Punjab.....and.....United Provinces including Native States.....and.....Sind including Native States.....and.....Burma.....and .....Bihar and Orissa.....and..... Bengal including Native States.....and.....North West Frontier Provinces.....and.....Ajmer Merwara..... and.....Assam.....and.....Hyderabad..... and... ...Central India.....and.....Baroda.....and .....Rajputana.....and... .....Mysore.....and .....Statistics.

APPENDIX A—H.

Penalty for honorific prefixes on Post Cards.

THE MARWARI CHAMBER OF COMMERCE.

No. 248-3, Kalbadevi Road,

BOMBAY, 15th March 1916.

To

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

Dear Sir,

I have been asked by my Committee to invite your attention to the following two momentous points that have proved contentions with the Post Office :—

(1) This Chamber has appealed repeatedly to the highest postal authorities of India in respect of causing a

penalty of a quarter of an anna to be paid by the addressee of a post card when the addressor would write the name of the addressee with an honorific prefix to invoke God's blessings which is a usual practice of Hindus sanctioned by the tradition as well as religion.

(2) Secondly, this Chamber has well appealed to the highest postal authorities of India in respect of one more order of the Postal Department to have silver cases that are exported to up-countries in India itself provided with a wooden frame instead of an iron case or a cloth covering.

I need not mention here for your enlightenment all the arguments in favour of our contention in regard to both; but can only hope and trust that you will be good enough to join us in the movement that we have set on foot and that entails unnecessary trouble and momentary loss.

Yours faithfully,

MISRILAL SHRAVJI,
LACHHMANDASS DUGER,
Joint Secretaries.

THE MARWAI CHAMBER OF COMMERCE.

No. 248-3 Kalbadevi Road,

BOMBAY, 19th April 1916.

No. 368-15-16.

To

THE SECRETARY,
The Indian Merchants' Chamber and Bureau,
BOMBAY.

Dear Sir,

With reference to your letter of the 6th instant, I hereby send you the copies of the correspondence passed between this Chamber and postal authorities, as desired by you.

Yours faithfully,

MUTTMALL H. CHORADIA,

Hon. Secretary.

P. S.—I herewith enclose the two post cards about which the complaint is going on.

Post Office.

No. 9488.

From

THE PRESIDENCY POST MASTER,

BOMBAY.

To

THE JOINT SECRETARIES,

The Marwari Chamber of Commerce,

248-3, Kalbadevi Road,

BOMBAY.

Dated Bombay, the 30th March 1916.

Gentlemen,

With reference to your letter of the 8th instant, I have the honour to refer you to the notification of the Government of India in the Department of Commerce

and Industry No. 428-16 dated the 5th February 1916 which requires that parcel containing gold or silver bullion or coins must be packed in a stout wooden case with outer covering of cloth or stout paper and to say that the conditions laid down therein must be rigidly adhered to. A copy of the notification is enclosed for ready reference.

I have, etc.,

....., ...,

Presidency Post Master.

THE MARWARI CHAMBER OF COMMERCE.

No. 248-3, Kalbadevi Road,

BOMBAY.

To

THE DIRECTOR-GENERAL OF POSTS

AND TELEGRAPHS,

SIMLA.

Sir,

Being directed by my Committee, on the receipt of a letter from the Presidency Post Master, Bombay, in reply to my letter of 8-8-15 purporting to state that: "It has been decided by the Director-General of Posts and Telegraphs that no symbolical figures of any description can be allowed on the right hand half of the address side of a Post Card which in accordance with the condition laid down in paras 3 of Sub-Clause I of Clause 53 of the Postal Guide is reserved exclusively for the purpose mentioned therein." I have the honour to submit most respectfully

that the Chamber has received an application endorsed by hundreds of signatures from among the leading representatives of the Mercantile Community; and it contains a request to the Committee of this Chamber to show in a clear and unambiguous way that the charge of "Bearing" made for an extra payment, upon the addressee, has hardly any justification.

2. The Marwari and Gujerati Communities residing and carrying on trade on a large and extensive scale on this part of the country, have continued from times out of mind, to prefix symbols like "91" or "911" signifying honour and prosperity to the names of the addressee, and have always regarded the same as confering a dignity contained in and connoted by the symbol "Mr." or "Esq." Such symbols, my committee holds, have got nothing to do with any other interpretation that is likely to cause even the least violation of the rule referred to above.

Moreover, the rule under reference does not prohibit in explict terms the use of such symbols, according to my humble interpretation of it, as it has been enunciated in page 25 of the Post Office Guide, of July 1915 which is lying on my table while I am writing this petition. The representation of the same matter by so many signatures is a just and realied cause, and your honour will be good enough to favour me and my Committee as well as the signatures who belong to the leading classes of the Mercantile Community with dispensing with extra penalty that is envolved by the harmless predication, made by the said prefixes, of the addressee.

My Committee failed to find any part of the rule referred to, in the letter of the Presidency Post Master, Bombay, going against or proving adverse to the long standing practice of dignifying proper nouns of address

It states :—" The Right-hand (side) half of the address-side of a Post Card is in all cases reserved for the address of the recipient, &c." And, Sir, we humbly submit, it is so reserved. The appendage of " Esq." or prefixing the lesser title " Mr." can have no violation made of the said rule in the same sense in which the symbols Marwari and Gujarati numerals and alphabets poin ted out above.

Your honoured and esteemed self will, therefore, be good enough to consider the matter submitted hereby most respectfully, in a favourable way, and abolishing the extra penalty of " Bearing " on a postal card, to confer the first boon that is sought to be granted to it by the Mercantile community of the whole of India.

(Sd.).....

THE MARWARI CHAMBER OF COMMERCE.

No. 248-3, Kalbadevi Road,

BOMBAY.

To

THE PRESIDENCY POST MASTER GENERAL

BOMBAY,

Sir,

I have the honour to submit, on behalf of my Committee the unnecessary penalty the address of the accompanying postal cards have been made to pay as they have never paid up to now. The symbol " 91 " " 911 " one and a quarter, is significant of prosperity when prefixed to a proper noun, and can denote the same dignity almost as one denoted by the symbol " Mr." or " Esq." With so

much of positive explanation and interpretation, my Committee, before whom the complaints under reference have been lodged, beg to request you hereby to discuss without us, only if need be, and decide upon the unnecessary charge of "Bearing" thrown over those who write "Mr." or "Esq." in Marwari character, as not at open to any penalty. You will, therefore, be good enough to suppress the unfair treatment of the conservation made of charging an extra coin for the symbol of prosperity that the Marwaris have adopted from time out of mind and oblige me and my Committee.

Awaiting a prompt favourable reply.

I have the honour to be,

Sir,

Your most obedient servant,

.....

31st August 1916.

From

THE SECRETARY,

The Indian Merchants' Chamber and Bureau,

BOMBAY.

To

THE POST MASTER-GENERAL,

BOMBAY.

Sir,

It has been brought to the notice of my Committee that post cards on which the address is written with the

prefix in Marwari language "91" or "911" or "Shree Sava (१¼)," "Shri 108" are made to pay a penalty by the postal authorities which is considered not only unfair but a hardship. My Committee beg to point out that all these different symbols are merely significant of the position of the addressee and are prefixed to the address to show courtsey. In short they are in no way different from the affixes "Mr." or "Esquire" for which no penalty is charged. It is an immemorial practice among Hindus, specially among Hindu merchants, to have these prefixes to their addresses and my Committee fail to understand why such honorific prefix or affix should be treated differently from the polite "Mr." or "Esquire" which are common in the English language. It appears that one class of correspondents are mulcted in a fine for which either there is no authority or for which no valid reason is assigned. So far such a fine is practically on the addressee.

My Committee, therefore, trust that in all fairness you will be pleased to issue instructions that such affixes as are mentioned above should be treated in the same light as the honorific "Mr." and "Esquire" and that post cards with addresses with these prefixes should in no way be charged any penalty.

I beg to remain,

Sir,

Your most obedient servant,

J. K. MEHTA,

Secretary.

APPENDIX A—L.

(Death of Sir P. M. Mehta.)

Bombay, 9th November 1915.

To

LADY P. M. MEHTA,

BOMBAY.

Dear Madam,

On behalf of the Indian Merchants' Chamber and Bureau I beg most mournfully to offer their deep sympathy and sincere condolence at the untimely death of your dear husband, the late lamented Sir P. M. Mehta. In common with millions of his country-men they mourn his great loss. In him the country has lost its most sagacious guide and leader and this the most distinguished and public spirited citizen.

Again assuring you of their profound sympathy and sorrow in your great bereavement.

I remain,

Dear Madam,

Yours faithfully,

(Sd.) D. E. WACHA,

Chairman.

Napean Sea Road,

Malabar Hill,

Bombay, 29th November 1915.

To

D. E. WACHA, ESQ.,

Chairman,

Indian Merchants' Chamber and Bureau,

BOMBAY.

I am to thank you on behalf of your society for your kind message conveying to me the resolution of sympathy and condolence.

Yours faithfully,

AIMAI P. M. MEHTA.

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